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No. 22,294 號牌拾玖百貳千貳萬貳第 日式初月式拾年巳己 HONG KONG, WEDNESDAY, JANUARY 1, 1930 參拜禮 日壹月壹年百貳千貳萬貳第 Page: 33 FEB MONTH

## KOWLOON-CANTON RAILWAY.

### TIME-TABLE.

On and after DECEMBER 6th, 1929, until Further Notice (all previous Time Tables cancelled).

#### UP TRAINS

| STATIONS      | No. 1 | No. 2 | No. 3 | No. 4 | No. 5 | No. 6 | No. 7 | No. 8 | No. 9 | No. 10 | No. 11 | No. 12 | No. 13 | No. 14 | No. 15 | No. 16 | No. 17 | No. 18 | No. 19 | No. 20 |
|---------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Kowloon Dep.  | 8.40  | 8.05  | 8.30  | 9.05  | 9.15  | 10.00 | 12.10 | 1.15  | 2.25  | 2.50   | 4.30   | 5.40   | 7.36   |        |        |        |        |        |        |        |
| Yuen Wah Dep. | 8.49  |       |       |       |       | 9.25  | 10.08 | 12.18 | 1.23  |        |        | 4.38   | 5.48   | 7.44   |        |        |        |        |        |        |
| Yuen Wah Arr. | 7.01  |       |       |       |       | 8.38  | 10.30 | 12.30 | 1.35  |        |        | 4.50   | 6.00   | 7.56   |        |        |        |        |        |        |
| Yuen Wah Dep. | 7.15  |       |       |       |       | 8.53  | 10.33 | 12.33 | 1.48  |        |        | 5.04   | 6.13   | 8.09   |        |        |        |        |        |        |
| Yuen Wah Arr. |       |       |       |       |       |       |       |       |       |        |        |        |        |        |        |        |        |        |        |        |
| Market Dep.   | 7.20  |       |       |       |       | 9.55  | 10.37 | 12.47 | 1.52  |        |        | 5.09   | 6.17   | 8.13   |        |        |        |        |        |        |
| Market Arr.   | 7.30  |       |       |       |       | 10.10 | 10.47 | 12.57 | 2.02  |        |        | 5.18   | 6.27   | 8.23   |        |        |        |        |        |        |
| Yuen Wah Dep. | 7.35  |       |       |       |       | 9.07  | 9.45  | 10.15 | 10.52 | 1.02   | 2.07   |        | 3.33   | 5.23   | 6.33   | 8.27   |        |        |        |        |
| Yuen Wah Arr. |       |       |       |       |       |       |       |       |       |        |        |        |        |        |        |        |        |        |        |        |
| Yuen Wah Dep. | 7.41  | 8.45  | 9.15  | 9.51  | 10.21 | 10.58 | 1.08  | 2.13  | 3.10  | 3.34   | 5.39   | 6.36   | 8.33   |        |        |        |        |        |        |        |
| Yuen Wah Arr. |       |       |       |       |       |       |       |       |       |        |        |        |        |        |        |        |        |        |        |        |

#### DOWN TRAINS

| STATIONS      | No. 1 | No. 2 | No. 3 | No. 4 | No. 5 | No. 6 | No. 7 | No. 8 | No. 9 | No. 10 | No. 11 | No. 12 | No. 13 | No. 14 | No. 15 | No. 16 | No. 17 | No. 18 | No. 19 | No. 20 |
|---------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Kowloon Dep.  |       |       |       |       |       |       |       |       |       |        |        |        |        |        |        |        |        |        |        |        |
| Yuen Wah Dep. |       |       |       |       |       |       |       |       |       |        |        |        |        |        |        |        |        |        |        |        |
| Yuen Wah Arr. |       |       |       |       |       |       |       |       |       |        |        |        |        |        |        |        |        |        |        |        |
| Market Dep.   |       |       |       |       |       |       |       |       |       |        |        |        |        |        |        |        |        |        |        |        |
| Market Arr.   |       |       |       |       |       |       |       |       |       |        |        |        |        |        |        |        |        |        |        |        |
| Yuen Wah Dep. |       |       |       |       |       |       |       |       |       |        |        |        |        |        |        |        |        |        |        |        |
| Yuen Wah Arr. |       |       |       |       |       |       |       |       |       |        |        |        |        |        |        |        |        |        |        |        |
| Yuen Wah Dep. |       |       |       |       |       |       |       |       |       |        |        |        |        |        |        |        |        |        |        |        |
| Yuen Wah Arr. |       |       |       |       |       |       |       |       |       |        |        |        |        |        |        |        |        |        |        |        |
| Yuen Wah Dep. |       |       |       |       |       |       |       |       |       |        |        |        |        |        |        |        |        |        |        |        |
| Yuen Wah Arr. |       |       |       |       |       |       |       |       |       |        |        |        |        |        |        |        |        |        |        |        |

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## "LOOKING BACKWARD" ON THE WORLD.

### JAPAN'S ACHIEVEMENTS IN 1929

#### REVIEW OF EVENTS AND HOPES FOR THE FUTURE.

Japan faces 1930 with high hopes for great achievements both at home and abroad. The New Year dawns with prospects for the Empire probably brighter than during any year in the last decade. In the field of foreign relations public interest centres in:

##### Foreign Affairs.

1. The Five Power Conference for additional limitation of naval armaments scheduled to convene shortly in London. The Japanese delegation already is on the ground and preparing material for the Conference. It will fight for an actual reduction in the naval armaments of the sea Powers, as the Japanese people strongly desire a decrease in the Naval Budget, with a consequent lightening of taxations.

2. Negotiations for renewal of the Sino-Japanese Commercial Treaty, the basic agreement between the two Powers. Preliminary conversations to this end were started in Nanking in November but have been delayed by the unexpected death of the Japanese Minister to China, Sadao Saburi, who shot himself during a fit of depression while on leave in Japan last November. Mr. Saburi's death shocked the nation, as he was one of the most brilliant of the younger Japanese diplomats. The matter of treaty revision will be pushed forward, however, during the first months of this year. The Japanese Government repeatedly has announced its willingness to follow a policy in dealing with China's aspirations.

3. The Manchurian crisis caused by the seizure of the Chinese Eastern Railway by the Chinese last July. The line had been operated as a joint Russo-Chinese concern, but China had not been satisfied with the arrangement. The Chinese charged Russia with using the extensive railway organization as an instrument for the furtherance of Red propaganda, and advanced evidence to show the Russians had not lived up to the Treaty of 1924. Japan has been intimately concerned in the quarrel because of her vast interests in South Manchuria, including the great South Manchurian Railway and affiliated enterprises. She has consistently followed a "hands-off" policy, however, and has steered a delicate course with considerable success.

##### Domestic Affairs.

In the field of domestic affairs considerable progress has been made since the formation in July of the Minseitō Party Government, headed by Yuko Hamaguchi with Baron

K. Shidehara as Foreign Minister, and J. Inouye, former Governor of the Bank of Japan, as Minister of Finance. Its achievements include:

1. An announcement in November that the embargo on the export of gold, in effect since the days of the World War, would be lifted on January 11, 1930. The Government announced the lifting of the gold ban as a primary plank in its platform immediately it assumed office. Work was started to fortify the yen, which reached practical parity on the United States dollar two months ago, with the result that the date for lifting the gold embargo was announced. Efforts already have been a noticeable deflation and a gradual decrease in prices. The real test of the course, will come during the present year. The Government has prepared the way by an Empire-wide campaign for thrift and economy. It attempted a 10 per cent cut in the salaries of Government employees as a preliminary to the lifting of the gold ban, but was forced to abandon this effort because of the bitter opposition of the affected.

##### Aviation Services.

2. Inauguration of a domestic air mail service, which will be extended to China ports. Regular air mail and passenger service is now offered from Tokyo to Hankow, South Manchuria, with stops in Osaka and cities in the extreme southwest of Japan.

3. Improved navigation through the opening of new lines, including one which ranks among the longest in the world, and a revision of schedules. A move for reduced fares, especially on bond-class coaches, now is under way. Japan claims her railway system is one of the best in the world, with few accidents and trains always on time.

4. To make the Freis rates question leading issue at the conference.

5. Year's Notable Events. Notable events of the year included the visit of the German dirigible Graf Zeppelin during August, on its record-making flight around the world. Vast throngs visited the great airship at the big hangar of the Naval Air Station at Kasumigaura, near Tokyo. Japanese military officers and newspapermen flew on the airship from Berlin to Tokyo, and from Tokyo to Los Angeles. The flight served as a tremendous stimulus to aviation in Japan.

The worst air disaster of the year occurred at Tachikawa airfield in the summer, when a huge "all-Japanese" bombing plane crashed during an experimental flight, killing eight Army officers, including Major-General Ogawa, Chief of the Operations Staff.

A third daughter was born to Emperor Hirohito and his Empress in the Chiyoda Castle, Tokyo, on the morning of September 30. The child is Princess Tanaka, named after the Imperial second daughter, the Princess Hisa, who died in March, 1928. The great-granddaughter of the Emperor, the child is the first of the Imperial family to be born in the Chiyoda Castle. The birth of the child is a source of great joy to the Japanese people, and is a source of pride to the Imperial family.

In the field of domestic politics the event of the year was the overthrow of the Seiyukai Party Government, headed by Premier Tanaka, in July, and organization of the Minseitō Party Government immediately thereafter, with Yuko Hamaguchi, former Minister of Finance, as Premier. Newspaper began publication of a series of exposes of scandalous conditions involving millions of yen in bribery under the Seiyukai regime as soon as the Tanaka Cabinet fell, and scores of prominent men, including the Minister of Railways, Mr. Ogawa, were indicted and sent to prison.

## HONGKONG

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Diary of Coming Events.  
Today (January 1, 1930.)  
New Years Day.  
Cricket:—H.K.C.C. v. Navy, University, Past & Present.  
Queen's Theatre: "The Black Watch."  
World Theatre: "The Fortune Hunter."  
Star Theatre: "Masked Emotions."  
Special Tiffin: Repulse Bay Hotel, 1 p.m.  
Special Tea Dances: H.K., Peninsula and Repulse Bay Hotels, 5 p.m.  
Dinner Dances: Peninsula Hotel and Hong Kong Hotel, 8.30 p.m.  
Tides:—High, 12.19 p.m. and 9.44 p.m.; Low, 5.01 a.m. and 3.13 p.m.  
Thursday (January 2.)  
Cricket:—H.K.C.C. v. Navy, Club ground.  
Hockey:—Club v. H.K.S.R.A., Marina ground, 5 p.m.  
Legislative Council Meeting.  
Monthly Meeting, H.K. Football Referees Association, French Bank Building, 5.30 p.m.  
Friday (January 3.)  
Christian Fellowship Meeting, Helena May Institute, 10.30 a.m.  
U.S.R.C. Annual Tennis Tournament, 1st round.  
Queen's Theatre: "The Viking."  
World Theatre: "Single Standard."  
Star Theatre: "Zanda the Great."  
Tea Dances: Hong Kong and Peninsula Hotels, 5 p.m.  
Dinner Dances: H.K. Hotel and Peninsula Hotel, 8.30 p.m.  
Tides:—High, 1.31 p.m. and 10.49 p.m.; Low, 6.14 a.m. and 6.04 p.m.  
Saturday (January 4.)  
New Territories Agricultural Show, Shek Wu Hui.  
Cricket:—Division I: Kowloon G.C. v. Army (L); Division II: H.K.C.C. v. Civil Service (L); Division III: R.A. (L); Recreation v. R.E. & S.V.; Craigengower v. R.A.S.C. (R); R.A.O.C. v. India R.C. (F).  
Football:—Senior Division: Police v. Royal Artillery; Recreation v. Chinese; Kowloon v. Club Navy; Somerset v. K.O.S.B.; St. Joseph's Junior Division: Club v. O.S.B.; Chinese v. University; St. Joseph's v. Chinese; Somerset v. Ewo; Royal Artillery v. Recreation; South China v. H.A.M.C.; South China v. Ewo.  
Queen's Theatre: "The Viking."  
World Theatre: "Single Standard."  
Star Theatre: "Zanda the Great."  
Tea Dances: Hong Kong and Peninsula Hotels, 5 p.m.  
Dinner Dances: H.K. Hotel, Repulse Bay Hotel and Peninsula Hotel, 8.30 p.m.  
Tides:—High, 1.31 p.m. and 10.49 p.m.; Low, 6.14 a.m. and 6.04 p.m.  
Europe via Siberia (Mantua), 10 a.m.; Europe via Marseilles (Naputana), 10.30 a.m.; Europe via Siberia (Mantua), 9 p.m.



## CURRENT MOTOR TOPICS.

Professor A. M. Low, writing in *The Motorist*, states:—

"I have often wondered if a greater immunity from atmospheric wear and tear upon cars could be secured by choosing substances which do not so readily combine to form a battery when dipped into the relatively acid water produced by rainfall in cities.

"If cast-iron, copper, and even zinc, are all exposed to rain, and worse still, are allowed to remain in contact with each other, it is to be expected that electrolysis in some form may take place. Most changes, if not every change, of state which takes place in the world is due to electrical action, although we are as yet unable to define its precise nature. When I read that a bridge has been completed by the driving in of a silver rivet I am reminded that this metal is the last which should be chosen for such a noble purpose. In the presence of sulphur silver commonly turns a dirty black, as in the case of a half crown carried in the pocket with a piece of rubber. The coin of the realm is hardened by the admixture of other metals, and I must explain that if any metals could be obtained in a state of chemical purity electrical action might be difficult to secure.

"Even if the rivets were poured into place, for the convenience of whoever presses the button, cuts the tape or breaks the bottle of champagne, the difficulties of the engineering department would not be at an end. Silver has the rather quaint property of 'spitting' when it is cast under certain conditions, for soon after it apparently solidifies it may spurt out in the manner of those delightful serpents which we light at Christmas time."

## Facilitating Chassis Maintenance.

A close study of the new chassis at Olympia revealed the fact that, says *The Commercial Motorist*, whatever other considerations have been in the minds of designers, the importance of easy, speedy and inexpensive maintenance has been paramount.

Certain makers have taken the bold step of discarding old types and introducing new models designed simultaneously to make use of a very large number of similar components, thus cheapening production and simplifying service. This course means that large operators can keep one or two stock units for several types of chassis, instead of double or treble that number. This materially reduces locked-up capital.

It is a common thing to find lifting eyes as integral parts of engine and gearbox castings, whilst pack-nuts for cylinder heads, devices for ensuring the correct re-timing of overhead camshafts and easily renewed water-pump glands are features now making their appearance in ever-increasing numbers.

An aspect of maintenance which is so important in these days of large mileages is the ease of changing the lubricant. Drain taps are now, more commonly than formerly, operated from chassis level, and improved methods of oil purification prolong the periods between drainages of the sump. Two important novelties at the Show were a mechanical device for lifting the spare wheel and a design of overhead camshaft which allows the head to be removed without affecting the rockers or the valve timing. Both were introduced by old-established concerns.

Operators of new 1930 chassis will have honest cause to bless the foresight which designers have displayed in their latest efforts. The advantages will not be one-sided, but mutual.

## These Insurance Problems.

The question of compulsory insurance, by bus operators, against accidents to third parties, is, states *The Commercial Motorist*, at the present time, prominent in discussions on bus working, and certainly

operating companies have to deal with some very funny claims. The other day, in a Midland town, a lady, returning from a shopping expedition, placed a pound of butter on the heating apparatus of a modern city-service bus. First of all she complained to the conductor that there was an unpleasant smell, and, on discovering the reason for this, she went home and drafted out a claim for the loss sustained.

## Motoring Red Tape.

Amongst the recommendations made by the Automobile Association in connection with the proposed new road traffic legislation is that registration books should be scrapped. When these were first introduced in 1920, says *The Light Car and Cyclecar*, there were few who believed that they would be of any value. On many subsequent occasions they have failed in their purpose and constitute merely a source of irritation. It is time, that the whole system, connected with the registration books was changed. Car ownership of recent years has been tending to become too irritating and the outlook of the legislators seems to have been not to make the possession of a car more pleasant but more troublesome.

The fact has to be faced that filling in official forms will not deter the unfit from driving cars if they have so little respect for the safety of the public as to do so; it will not interfere with the activities of car thieves and it will not keep the recklessly incompetent driver off the roads. The way in which to deal with such problems is to treat motorists in the same manner as other sections of the community—to make it known to them that they have certain obligations and to leave to the police the task of enforcing their observance upon the almost negligible number of those concerned who are not law-abiding people.

## Focusing Headlights.

The lamps on my car, writes "Focus" in *The Light Car and Cyclecar*, are carried in ball-and-socket mountings, being clamped finally in position with a nut, and I find that an almost microscopic movement is sufficient to make a very considerable difference to the angle of the beam. Furthermore, a projection which appears to be right when standing by the lamp during the process of moving it is altogether wrong when one sits in the driving seat.

One can, however, arrive at a suitable mean position, and having found it, a good plan is to drive the car to within a few yards of the garage wall or other convenient vertical surface and, switching the lamps on, to make two rings with paint or chalk exactly enclosing the circular patches of light thrown on to the wall; thus one has an easy means of correcting the beam angle should it ever become deranged.

## That "Healthy" Exhaust.

"The fashion of the 'healthy exhaust' is a thing of the past and the motorcyclist of to-day has no use for a noisy machine," says *Motor Cycling*.

## Folding Starters.

"Why is it," asks a writer in the current issue of *Motor Cycling*, "that folding kick-starters, now practically universal on Continental machines, do not figure, and never have figured, in the specifications of British-made models? Can there be any possible objection to them? I remember using an F.N. for a spell a couple of seasons ago, and recollect being much impressed with the neatness of the folding starter on this particular machine. After all, it is just one less encumbrance to do one bodily harm when one is crunched to the side of the earth—and the great majority of us have to submit to this indignity now and again. It certainly improves the appearance of any machine; and if we are too lazy always to feel inclined to pack it away after use, there is nothing to prevent its being left in position out of sight."

## MOTOR NOTES.

## BLUE BIRD'S NEW ENGINE.

## SECRET PLANS TO BEAT 231 M.P.H. RECORD.

## DAYTONA CONTEST.

"I understand (writes Mr. Pemberton in the *Daily Express*) that Captain Malcolm Campbell, who has challenged late on more occasions than any other living racing driver, is making plans for another attempt on the world's land speed record.

This news will come as a surprise to the motor-racing world.

It was generally believed that Captain Campbell had decided to rest on his well-earned laurels. He is now over forty years of age, young in the ordinary walks of life, but not so young for one of the biggest hazards a man can take.

A hint that Captain Campbell might go to Daytona, in Florida, in February to compete for the record is given in a bulletin just issued by the United States Speed Contest Board.

## Two Defenders.

I asked Captain Campbell if this were true. "I do not wish to say anything about it at present," he told me. "It is true but that is all I can tell you."

According to present arrangements there will now be two British defenders at Daytona of the world's record of 231 m.p.h. set up by Sir Henry Seagrave this year. It is not yet definite whether there will be any American challengers.

As already announced Mr. Kaye Don is to make an attempt on the record in a British Sunbeam car with two engines reported to develop 4,000 h.p.

Captain Campbell will, I learn, use his famous British Blue Bird car, but will install a new engine developing 300 h.p. more than the unit which he used when he set up

a world's record for the five mile distance at Verneuk Pan, South Africa. This will give him about 1,200 h.p.

Against almost incredible difficulties, Captain Campbell's car covered the mile on the Pan in one direction at an average speed of 224 m.p.h.

Again and again Captain Campbell has told me that he intended to give up attempts on this particular record.

## Life's Ambition.

He told me so years ago at Pendine when he established the then world's record of 150 m.p.h. Then he decided to go for a speed of three miles a minute. "That is my life's ambition," he said. "When I have done it I shall quit."

He achieved his ambition. "I must have one more shot at it," he declared.

February 1923 found him at Daytona, raising the world's record to 206 m.p.h.

This was not enough. "I am not satisfied with that speed," was his excuse. "The car can do more. I shall have one more shot, and then leave it to younger men."

So this year, after seeking a suitable pace to attempt the record in every corner of Europe, after flying to the heart of the Sahara, after despatching a mission to the depths of the Syrian Desert, one found him struggling with every sort of difficulty on the mirage-stricken wastes of Verneuk Pan.

His experiences there were enough to satisfy the appetite of the youngest and hardest man for speed honours; but the lure of this particular record which he was the pioneer has once again proved irresistible.

## MORE LUXURIOUS MOTOR-COACHES.

## CAPABLE OF "WELL OVER" FIFTY MILES AN HOUR.

The spring of next year will see on the English roads faster and more luxurious motor-coaches. Many of them will be of novel designs and capable of a speed of from 50 to 70 miles an hour. Several of the best-known firms of motor manufacturers are concentrating on the production of these coaches, for which they predict a great future.

It is stated, however, that this development will depend largely upon the attitude the Government takes in regard to the McKenna duties. The Singer Motor Company, of Coventry, are contemplating an extension to their Birmingham factory.

"It will all depend on Mr. Snowden," said Mr. W. E. Bullock, their managing director. "These extensions were agreed to and confirmed by the directors for commencement in June. Then came the change of Government, and before we proceed we wish to be satisfied as to their attitude on the McKenna duties."

"We expect a full statement will be made in the near future, and if we are assured that the McKenna duties will continue for a year or two we shall proceed with our plans immediately. It will certainly mean the employment of a very large number of people."

This intention is to build stiffer and more comfortable motor-coaches, one or two of which will be seen at the Commercial Transport Exhibition at Olympia.

## Many New Ideas.

The Morris Commercial, Mrs. Ltd., Birmingham, are already putting their plans into operation. What was formerly Wolseley factory at Adderley Park, Birmingham, has been entirely re-equipped with the most up-to-date machinery. They, too, will build super-luxurious motor-coaches, able to do a speed of well over 50 miles an hour.

"We have introduced many new ideas," Mr. W. Wilson Harill, the managing director, said to reporters. "They will be faster, safer, and more comfortable than many of the coaches now on the road. There will be virtually no vibration; there will be as much comfort as you can get on a private car. We hope to begin production in the early part of next year, and when we are fully worked we expect to employ about 1,000 men."

"Hitherto we have restricted our production to heavy vehicles up to two tons. We now propose not only to build motor-coaches and buses but heavy vehicles up to ten tons. One new feature we have introduced will save a great deal of time and labour in carrying out repairs to the engine. It will be possible to roll the engine away from the chassis on the front wheels, and four men can do this work without any lifting trouble in about half an hour."

"This new enterprise is the outcome of the world tour recently made by Sir William Morris, who came to the conclusion that there is great future for heavier vehicles, provided they can be produced cheaply. By our standardised methods we shall be able to turn out motor-coaches and lorries at considerably lower prices than before."

The Sunbeam Company, Wolverhampton, also intend to build commercial vehicles.

## PLOT TO STEAL A DEAD PRINCE.

## MOTOR BANDITS AND SON OF NAPOLEON.

A sensational plot to steal the body of the Duke of Reichstadt, son of Napoleon and the Empress Marie Louise, from the vault of the famous Capuchin Church in Vienna, where generations of Hapsburgs lie, was recently revealed to the police in Vienna by Hermann Lammel, leader of a band of motor bandits.

Lammel told the police how they planned to steal the body of the ill-fated duke and sell it to the French Government, from whom they expected to receive a vast sum.

France has made repeated efforts in the past to secure what is considered a national relic.

## Bones of Emperors.

The small coffin in which the unhappy "Eagle" was buried lies by that of his mother, Marie Louise, in the inner vault of the Capuchin Church, where are the bones of twelve Hapsburg emperors and fifteen empresses, entombed in massive bronze coffins.

It was the intention of bandits to overpower and chloroform the guards at night, while an expert mechanic, a member of the gang, tackled the vault, which has walls a yard thick, with a special electrical apparatus.

An attack on a bank cashier for which they were arrested and similar robberies were intended to furnish funds for carrying out the greater undertaking. Every detail, down to a secret route to France over the frontiers through Switzerland, had been worked out.

## FIVE COMMANDMENTS OF THE ROAD.

## WHAT IS DANGEROUS DRIVING?

One of the difficulties of the promoters of the new motoring Bill now nearly due in Parliament is to define dangerous driving, says the Motoring correspondent of a London paper. The task is by no means an easy one. We know that the 20-mile-an-hour speed limit is to go save in a few exceptional circumstances and that heavier penalties are to be inflicted for driving to the common danger.

But, if the definition of driving to the common danger is to be left to the judgment of the policeman, who maybe has never driven a motor-car, the situation may well be worse than it is at present.

This is why every effort is being made by the authorities to draw up a code of recognised rules of the road, with penalties for those who ignore them.

There is a recognised law of the road to-day, but it is an unwritten law. What is aimed at is a written law of the road. I am all in favour of it.

If we are to have a written law of the road what are the new commandments for motorists to be? There are certain obvious rules that all drivers should obey, and if I had the task of drawing up the new commandments they would be as follows:—

(1) *Observe the white line.*—This is one of the first safety devices ever introduced. If there was a white line on every dangerous road bend, and if every driver of a vehicle kept to the correct side of that white line, then collisions on blind bends would be impossible. A heavy penalty for breaking this rule would soon have its effect.

(2) *Give the correct driving signals.*—To my mind there are too many recognised signals. One signal—say the hand extended horizontally outside the car—should be enough to warn following traffic that you are about to do something unusual.

(3) *Slow moving traffic to keep to the left and all vehicles to pass on the right.*—This, of course, is an unwritten law of the road, but it should become a written law. As a matter of fact, there is an L.C.C. by-law regarding slow moving traffic. But no one, not even the London police, appears to be aware of it. Drivers are forced into the dangerous habit of passing on the left because slow traffic will hug the middle of the road.

(4) *Tributary road traffic at road crossings to give way to main road traffic.*—It is proposed to mark up all lesser roads at crossings. But unless it becomes a law for drivers of vehicles on the lesser roads to stop, look, and listen, accidents at cross roads will still be high on the list of causes of road deaths.

(5) *All cars to be equipped with some form of dipper or swivel device for the headlamps, so that the beams can be diverted from drivers of approaching vehicles.*—Many devices are now available. It should be an offence not to fit and use such devices.

These commandments cover most of the common offences that should be punishable by law, and the breach of them is undoubtedly responsible for many road deaths. I frankly admit that I am beaten over the criminal offence of "cutting-in." Cutting-in is so difficult to define, and so much depends on the vehicles concerned. On a powerful car, with good acceleration, an opening may be taken, whereas in the case of a slow, woolly car the proceeding would be highly dangerous.

To enforce the commandments police mounted on motor-cycles or cars would be necessary. They would serve a far better purpose than police hiding in hedgerows trapping people for an offence that every car-driver commits every day.

Do not teach your wife or girl friend to drive.

At a recent gathering there cropped up the inevitable discussion on the subject of whether women really were bad drivers.

A woman driver remarked: "How can you expect us to be good drivers when we are taught by our husbands? This, I suppose, is true in a great number of cases. I was reminded of it at a West End car park recently when a woman driver, after making half-a-dozen abortive attempts to manoeuvre her car into position, smiled at the attendant, and said, 'My husband never taught me to go backwards!'

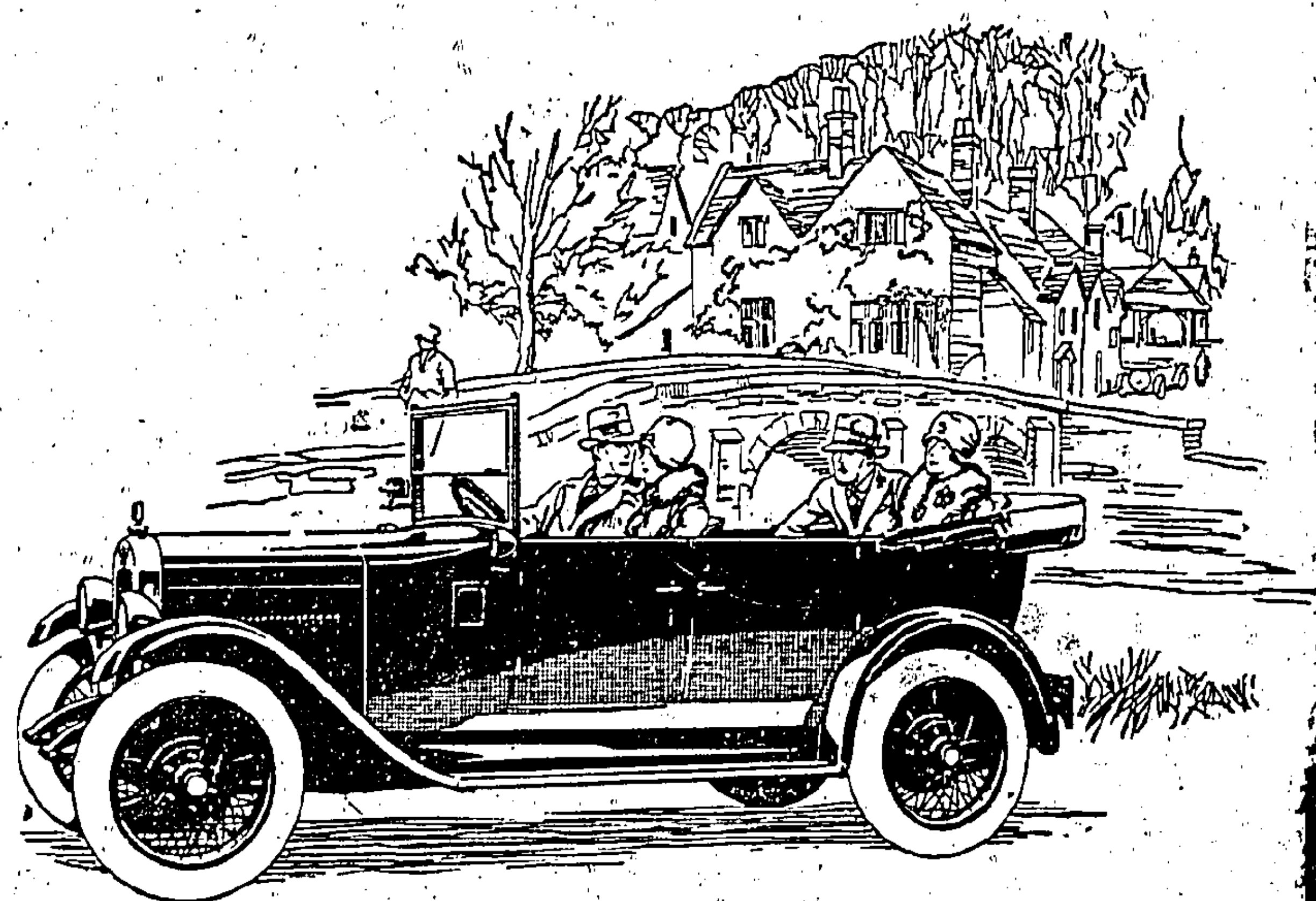
Husbands are incompetent instructors, say, at least, I should imagine by the look of utter terror on their faces when they hand over the wheel to their womenfolk."

A terror-stricken instructor can never make a good teacher. If the women of the household want to drive—and most of them do to-day—let them be properly taught by a real instructor. It will pay in the long run, and on the short run, too. And they will not be able to reply, when accused of driving in a negligent or ignorant manner, 'Well, my husband taught me.'

A word of advice to the many proud owners after the Motor Show who are now taking delivery of their new cars. If you have the time to spare go and bring it from the factory yourself. I motored along the main Birmingham road the other day and saw numerous brand new cars racing along at speeds of from thirty-five to fifty miles an hour with various notices pasted on the screens such as 'Do not drive at a greater speed than thirty miles an hour for the first 300 miles.'

This advice is sound. I wonder more manufacturers do not supervise more closely the drivers who deliver their goods. The advice is useless when all the damage that can be done in a car's infancy is done by the paid-drivers of the firm that gives the advice.

A few makers seal the carburettors and put washers in the inlet pipe so that the necessary running in speed cannot be exceeded. Those who do not take such precaution should set a watch on the drive, and take drastic action when the are at fault.



## EFFICIENT, GRACEFUL, &amp; RELIABLE.

Further,—for your comfort and contentment the Austin twelve embodies in high degree, all those features which the public demands in a medium priced, medium powered machine.

Note the elegance and distinction of the lines, the comfortable seating arrangements, the remarkable accessibility, the ease of control, the useful turning lock, and the generous equipment.

Arrange for a trial run, its performance will be a revelation to you.

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The easy distinction of correct evening wear is not attained by accident. It is the result of a careful co-ordination of details into a perfect harmony of style, material and fit—a harmony which the Mackintosh's Evening Wear Service makes it a simple matter to achieve.

**Summit Dress Collars**—1930's smartest shapes. Quarter sizes.

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**Dress Ties**—A correct length for every collar size. New shapes in new materials.

**Dress Waistcoats**—Distinguished shapes for 1930 in many fittings.

**Silk Socks**—Plain or with Clot.

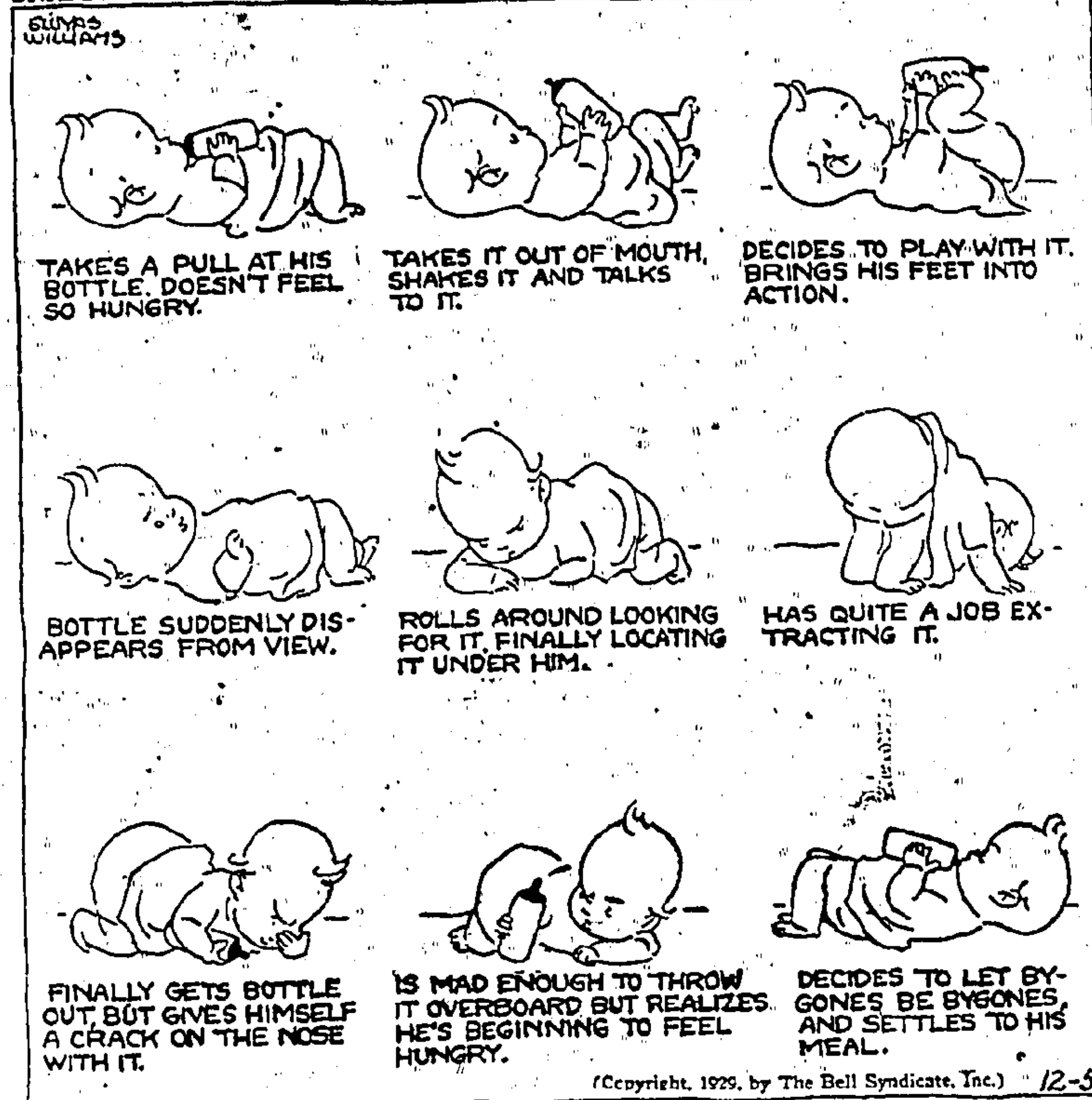
**Evening Underwear, Wraps, Braces, Jewellery, Evening Shoes.**



# Mackintosh's

### SNAPSHOTS OF A BABY AND HIS BOTTLE

By GLUYAS WILLIAMS



(Copyright, 1929, by The Bell Syndicate, Inc.) 12-5

### PROFITS INCREASE BY 60 PER CENT.

SATISFACTORY POSITION OF SANDAKAN LIGHT & POWER CO.

### BOARD OF DIRECTORS TO BE APPOINTED.

At the annual meeting of shareholders of the Sandakan Light and Power Co. (1929), Mr. R. G. Shewan, who was in the chair, was able to announce that the profit on Working Account was close on \$50,000, an increase of nearly 60 per cent. on the previous year. The position was very satisfactory and the Chairman hoped next year to see the \$82,000 debit of general profit and loss account considerably reduced.

At a subsequent extraordinary general meeting, new Articles of Association were approved providing for a Board of Directors in place of the Consulting Committee, and in other ways making a constitution of the Company more up-to-date.

### CHAIRMAN'S REVIEW OF THE YEAR'S WORKING.

Addressing the shareholders, Mr. Shewan said:—

The profit on working account—\$47,937.70—I am pleased to say shows an increase of approximately 60 per cent., despite the fact that the total increase of energy sold last year was only 6 per cent. This improvement is primarily due to a decrease in the cost per unit generated and to our having made liberal provision for depreciation on stores in the previous year.

After providing for depreciation on plant, etc., amounting to \$48,651.60, putting \$2,577.95 to sinking fund for replacing the cost of our concession, and charging Consulting Committee's and Auditors' fees, loss on sales of old machinery, etc., there remains, after crediting interest (\$292.21), a balance to debit of profit and loss account of \$10,015.92, transferred to general profit and loss account, is per balance sheet.

You will notice that we have depreciated again very heavily, but our position, however, is made all the surer by adopting this policy.

The position shown by our cash and investments is very satisfactory, and the high premium of Straits dollars is helping to improve it even more, and I trust that next year we shall be in a position to reduce very considerably the balance of \$82,651.48 now a debit of general profit and loss account.

#### Manager's Report.

Our Manager at Sandakan reports that the anticipated extra load from the water works only began to show results at the close of our financial year. These will, however, gradually increase as the various mains and hydrants are laid and connected up.

There is a slow but sure improvement in the number of small consumers, the increase for this year being 13 per cent., besides which we have on hand applications from 50 new customers.

Our high tension mains have been extended to the end of the Leila Road about a mile, to supply power to the Cowie Harbour Coal Company, who are prospecting the coal out-crops along the Leila Road. We understand that coal of good quality has been obtained, but it is too early to say definitely what the ultimate results will be. In the meantime, we are co-operating with the Coal Company by giving them a cheap supply of power at the head-ings.

Our Manager reports that during the year under review new and large main and auxiliary steam pipes have been erected and put into use, as well as the new feed water piping. These improvements were necessary in order to replace the old piping which was getting too small. The plant generally has been maintained in first-class condition, and preparations are now in hand for the erection of the second of the double drum boilers which we purchased some time ago.

#### New Chimney Needed.

In last year's report I made mention of the fact that a sum of \$1,750 was spent on the renewal of the steel chimney. I regret, Gentlemen, to have to inform you that despite this the chimney now again wants attention. We have discovered that the condensation at a certain height of the flue gases which contain salts and acids due to the type of fuel burned in our boilers has the effect of corroding very rapidly the steel plates. In order to overcome this trouble, it will be necessary to install a new chimney together with an induced draft fan, so that the products of combustion are blown clear of the steel stack, and any condensation that takes place will be in the atmosphere and not in the chimney. We estimate that this new chimney and fan will cost approximately \$2,500 erected.

You will observe from the notice calling this meeting that we shall hold a meeting immediately following it for the purpose of adopting new Articles of Association.

I now beg to propose:—

"That the report and accounts for the financial year ended June 30, 1929, as presented to this meeting be adopted and passed."

Mr. Braga seconded, and the motion was carried unanimously.

#### Consulting Committee.

Mr. A. A. Botelho proposed and Mr. J. Toppin seconded the re-election of the Hon. Mr. J. P. Braga, Mr. C. A. da Roza and Mr. S. M. Churn as members of the Consulting Committee.

This was carried unanimously. On the proposition of Mr. Tan Tsan Tai, seconded by Mr. P. S. Tavers, Messrs. Lowe, Bingham & Matthews and Messrs. Percy-Smith, Beth & Fleming were re-elected auditors at a remuneration of \$250 each for the ensuing year.

### NEW ARTICLES OF ASSOCIATION.

#### CHAIRMAN'S EXPLANATION.

At the extraordinary general meeting held immediately after the annual meeting Chairman said:—

As indicated in the Notice which has just been read by the Company's Secretary, this Meeting has been convened for the purpose of considering and, if thought fit, approving the draft new Articles of Association of the Company.

With regard to the draft New Articles, I should explain that it has been decided to do away with a Consulting Committee and to constitute a Board of Directors in the place thereof. To effect this, it is necessary to alter the existing Articles to provide for the requisite power to do so and to make certain changes therein which are rendered necessary consequent upon the constitution of a Directorate. Your Consulting Committee consider that, as this alteration must be made for the reason already stated, a favourable opportunity presented itself of bringing the present Articles right up to date. We have therefore had new Arti-

cles prepared for the Company, which have the approval of your Consulting Committee. If the new Articles are approved, they will be in line with the general and usual form of Articles now adopted by Companies in this Colony. Prints of the existing Articles and of the draft new Articles have, as indicated in the Notice convening this Meeting, been open for inspection by shareholders at the Company's registered office, and there are also copies of both existing and the draft new Articles on this table which, if any shareholder desires, he may inspect.

The suggested new Articles of Association are similar to the old subject to clerical alterations and rephrasing and to the following alterations of substance, viz.:—

1. Certificates of title have to be signed by one Director, and countersigned by the General Managers (Article 11).
2. The Directors may refuse to register a transfer without assigning any reason therefor (Article 38).
3. The representative of Shewan, Tomes & Co. to be ex-officio Director and Chairman of the Company (Article 82).
4. The General Managers' remuneration is to be a commission of 3 per cent. on the first \$100,000 and 5 per cent. on any sum over the first \$100,000 of the balance standing to the credit of the Company's working account in each financial year before charging the account with General Managers' commission. The minimum amount of such commission is to be an annual sum of \$3,000. The General Managers' remuneration does not include the provision of clerks or an office (for which a sum of \$5,000 per annum has been

previously charged) (Article 84).

5. The Consulting Committee cease to exist and in place thereof a Board of Directors will be appointed (Articles 87 to 120).
6. The remuneration of the Directors is to be \$2,000 per annum to be divided between them as the Directors shall determine (Article 92).
7. Provision is made for the appointment, if required, of a Managing Director (Article 115).
8. The powers of control heretofore exercised by the General Managers will devolve upon the Board of Directors (Articles 119 and 120).
9. Documents requiring the Seal of the Company and Cheques shall be signed by one Director and countersigned by the General Managers (Article 121).
10. Restriction is placed on the declaration of dividends (Article 123).
11. Dividends unclaimed for more than five years may be forfeited to the Company (Article 138).
12. Special Arbitration powers are given (Article 139).
13. Indemnity to Directors, etc. (Articles 143 and 164).

The Chairman then moved:—

"That the regulations contained in the printed document submitted to the meeting and for the purpose of identification subscribed by the Chairman thereof be approved and adopted as the Articles of Association of the Company in substitution for and to the exclusion of all existing Articles thereof."

Mr. Braga seconded and the motion was adopted.

The Chairman announced that a second, confirmatory meeting would be held at 12.30 p.m. on January 15.

A long pull  
a steady pull  
all together!



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AGENTS:—  
H. RUTTONJEE & SON,  
15, QUEEN'S ROAD CENTRAL.

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### BLUE BLAZERS

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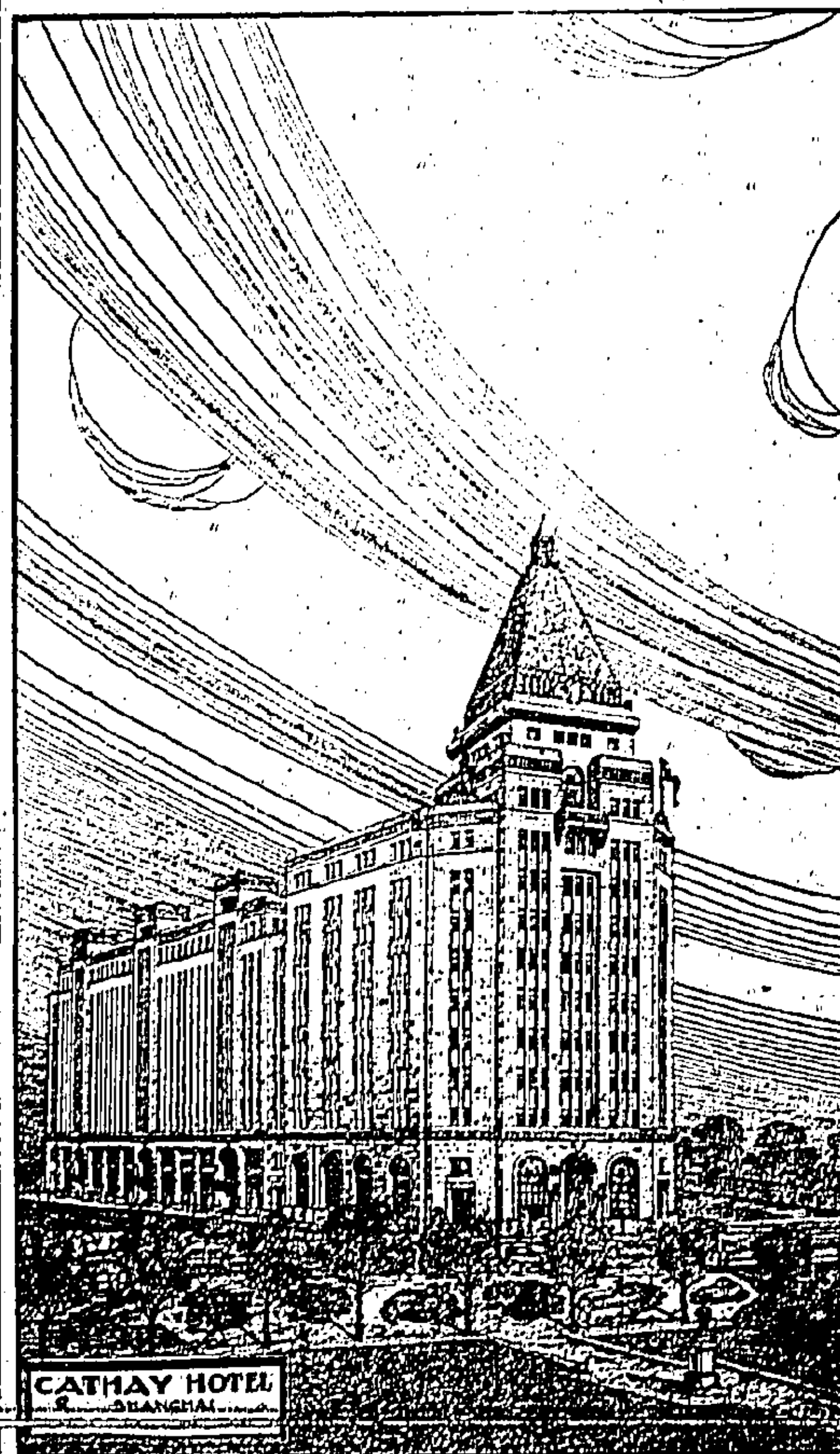
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BANQUETING and  
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and Eleventh Floors.

E. CARRARD, Manager.

CABLE ADDRESS:—

"CATHOTEL,"  
SHANGHAI.



## MR. BREWER COMMITTED FOR TRIAL.

MAGISTRATE'S OBSERVATIONS ON INSTONE BANK'S ACCOUNTS.

## A "PUFFED" BALANCE SHEET.

The Magisterial proceedings against Mr. Noel Instone Brewer who is charged with offences under the Perjury and Larceny Ordinances, concluded at Central Magistrate's yesterday, when the defendant was committed for trial at the next Criminal Sessions.

The case for the prosecution was conducted by Mr. H. Somerset Fitzroy and Mr. E. Davidson, represented the defendant.

Mr. Davidson had made a lengthy submission to the Magistrate last week and Mr. A. W. G. H. Grant, who heard the case, then reserved his decision for a week.

When the Court resumed yesterday the Magistrate dealt with the legal points submitted by Mr. Davidson at the last hearing, and after stating that he felt that under the Ordinance there was sufficient evidence to put the defendant up for trial, His Worship observed that in considering all the charges it was necessary to know the state of the defendant's mind. It was impossible to go into a man's mind and to determine exactly what he was thinking about at a certain time, and much therefore depended on the surrounding circumstances.

In regard to charge "A" (perjury relating to a statutory report) His Worship said that the report was filed nearly a year before the balance sheet which formed the basis of the other two charges. One must not, therefore, confuse the evidence relating to these separate documents.

## Disagreed With Defence.

After referring to the money actually received as shown by the evidence, Mr. Grantham remarked that certain entries in the books were claimed by the defence as entries of transactions in the course of commerce, as cash. He disagreed with the defence, and pointed out that these entries were transferred to Allotment and Suspense account within a few months, and therefore it would not be unreasonable to draw the inference that the shareholders in connection with these entries were not substantial persons, and that the transactions were fictitious. If that was so, there was a *prima facie* case to answer. His Worship felt satisfied that there was sufficient evidence to go before the jury on that charge.

## The Other Charges.

Regarding charges "B" and "C" (perjury and larceny charges in connection with the balance sheet), the Magistrate said that they had to consider the alleged falseness of the items on the balance sheet and then go on to consider whether from the evidence produced by the Crown, a jury could reasonably presume that defendant was responsible for making the statements, if they were false, also as to whether he knew they were false, and whether he made them deliberately.

## "Entirely False."

Three of the items—Subscribed Capital, Accounts Receivable and Capital Unallocated—depended upon 11,530 shares which, it was alleged, were never allotted, and His Worship felt that to include this item in Accounts Receivable was entirely false.

Referring to the application forms, Mr. Grantham said that the thing that struck one were the words, "I agree to pay a cash deposit of 10 per cent. thereon." That blank was not filled in at all. The defence had argued that these applications should be read to mean that the applicants were willing to pay what was due on them, but it was not an unreasonable inference that these forms should be taken to be what they claim to be on the face of them, and the Magistrate added that it appeared to him that nothing was intended to be paid on these forms.

## "Deliberately Made."

The item of Unallocated Capital, said Mr. Grantham, was put forward by the Crown as not only misleading but totally and utterly false. He agreed with that view and added that it would give a false impression of the financial position of the Company, and therefore, it would not be unreasonable to say that these entries were deliberately made.

## Value of Loans.

Going on to Collateral Securities, His Worship observed that as regards loans, they had before them the fact that the Bank held a lien on a number of its own shares, and the market value of these shares was considerably under the value of the loans. From that a jury could reasonably find that they were not collateral securities at all.

Touching the entry "Mortgage and Long Term Loans," His Worship said that \$230,000 out of \$260,000 was merely a cross-entry between two branches. The defendant cross-entry but claimed he did not

notice it. Mr. Grantham observed that defendant was president of the Bank and although the entry may or may not be true, it was reasonable to think the jury might decide that he knew about it.

## Nothing Like Par Value.

The last item "Stock, Shares and Investments" consisted in the main of shares in the Instone Trading Company. That was a Company which was incorporated thirteen days before the publication of the balance sheet in the case. The Company never did any business and its only assets were shares in the Instone Banking Corporation. The value of the shares could therefore be assumed by the value of the Instone Banking Corporation, and from a perusal of the balance sheet before the Court, the shares of the Bank were nothing like par value, and therefore the assets of the Trading Company were also not worth anything like the figure put in the balance sheet. Consequently it was false, and it would give a false impression of the standing of the Trading Company.

## "Puffed" Entries.

With regard to charge "C" the Magistrate said he had to consider whether the balance sheet was intended to deceive anyone. Mr. Grantham observed that the very fact that the entries were "puffed" would lead one to infer that they were intended to deceive. The defendant had claimed that he had relied on the auditor and that this was the usual way in which balance sheets in Chinese companies were prepared. After referring to the evidence of the Secretary of the Bank and the auditor, His Worship said that it seemed clear that the defendant knew all about it.

## Onus On Defendant.

"We have the fact that the auditor was a man with little knowledge of English. It might therefore be reasonably presumed that he should rely on the defendant as to how the balance sheet should be drawn up. The onus is on the defendant to show that it is not so, and that the auditor and not himself, was responsible. I am therefore satisfied that there is a case to go to the jury on all charges." Defendant was then committed, the same bail being granted.

## The Charges.

The charges on which Mr. Brewer was committed were as follows:—(a.)—For that you, Noel Instone Brewer, on the 16th day of August, 1927, in a statutory report made and filed by you on the said date (which report you were authorised to make by the provisions of the Companies Ordinance of 1911), and on behalf of the Instone Banking Corporation, Ltd., did knowingly and wilfully make (otherwise than on oath) a statement false in a material particular, to wit, that the total amount of the cash received by the said Instone Banking Corporation, Ltd., in respect of shares issued wholly for cash, was \$875,750; this being contrary to section 7 of the Perjury Ordinance, No. 21 of 1922.

(b.)—For that you, Noel Instone Brewer, on the 9th day of July, 1928, in a balance sheet dated the 6th day of August, 1928, for the period ending the 30th day of April, 1928, filed by you on behalf of the Instone Banking Corporation, Ltd. (which balance sheet you were authorised to make and file by the Companies Ordinance of 1911), did knowingly and wilfully make a false statement (otherwise than on oath) in a material particular, to wit, that the assets of the said Company consisted of accounts receivable by the said Company which amounted to the sum of \$221,360.87; of collateral and security loans which amounted to \$234,030; of mortgage and long term loans which amounted to \$260,000; stocks, shares and investments which amounted to \$481,821.90; and unallocated capital which amounted to \$1,420,950; contrary to Section 7 of the Perjury Ordinance, No. 21 of 1922.

(c.)—For that you, Noel Instone Brewer, being a director of the Instone Banking Corporation, Ltd., published or caused to be published, circulating or publishing a wrong statement, to wit a balance sheet of the said Company, dated the 6th day of June, 1928, for the period ending the 30th day of April, 1928, filed by you on the 9th day of July, 1928, with the Registrar of Companies on behalf of the said Instone Banking Corporation, Ltd., which you knew to be false in a material particular, to wit, that the assets of the said Company consisted of accounts receivable amounting to \$221,360.87; of collateral securities and loans amounting to \$234,030; of mortgage and long term loans amounting to \$260,000; and of stocks, shares and other investments amounting to \$481,821.90; and of unallocated capital amounting to \$1,420,950; with intent to deceive shareholders of the said Corporation and to induce persons to become shareholders, or to entrust or to advance money to the said Corporation; contrary to section 21 of the Companies Ordinance, No. 21 of 1922.

## THE STUBBS ROAD INCIDENT.

CHARGE AGAINST A MOTORIST.

JUDGMENT RESERVED.

Further evidence for the prosecution in the summons against Mr. E. F. R. Sample for alleged negligent driving of a car in Stubbs Road on the evening of December 11 was given before Mr. E. W. Hamilton at Central Magistrate's yesterday.

Mr. M. K. Lo appeared for Mr. Sample, against whom it was alleged that he overtook Mr. A. E. Clark's car at a blind corner in a dangerous manner and without any warning.

Mr. J. W. Franks, stated in evidence that he was in the left hand part of the rear seat of Mr. Clark's car. As they were rounding a blind corner, a yellow car shot past from the rear without any warning. No horn was sounded, nor did witness see any glare of headlights from the overtaking car. Witness noted the number of the car, 178, and put the speed at about 30 miles an hour.

Mr. Sample, in the witness-box, said that he had been driving motor cars for 12 years. He had driven in Hong Kong for four years and during that time had never had an accident. Detailing his route after leaving Pokfulam Road that evening on his way to the Peak, witness said that he overtook an Austin 7 below "Wanchai Gap." There was a saloon car going ahead, and at Magazine Gap witness was about 20 yards behind it. Later, on a fairly straight road, and before reaching a convex bend, witness accelerated and overtook the saloon car quite safely. Witness would swear that he sounded his horn before passing.

## Expert Witness Called.

Mr. C. Lauritsen, of the Dragon Motor Car Company, was called as an expert witness for the defence. It was explained to witness that a closed Erskine was going up the Peak along Stubbs Road at 20 miles an hour on a dark night. A Buick 1929 sports model overtook the other car at a place about which there was some difference of opinion. In such circumstances witness was asked whether a passenger seated in the left hand rear seat of the closed car would be able to see the number of the car overtaking it on the right.

Witness considered this was not possible, and he thought that the passenger would not be able to see even the mudguard of his own car. After recalling Mr. A. E. Clark to clear up a point as to the distance between the place where the closed car overtook the Austin 7 and the spot where it was itself overtaken by the defendant's car, the Magistrate adjourned the case for a written decision to be given on January 7 in the forenoon.

## THE WATER SUPPLY.

FOR 28 WEEKS AT PRESENT CONSUMPTION.

## Hong Kong.

The total storage in the island reservoirs on the morning of Monday, December 30, amounted to 1,327.27 million gallons showing a decrease of 46.06 million gallons during the past week; the amount collected from streams being 1.48 million gallons.

The week's consumption amounted to 47.54 million gallons.

## Kowloon.

The total storage in the mainland reservoirs on the morning of Monday, December 30, amounted to 497.54 million gallons, showing a decrease of 9.92 million gallons during the past week.

The week's consumption amounted to 24.68 million gallons, not including 1.96 million gallons supplied to water boats at Lai Chi Kok.

The yield from the Shing Mun River and streams during the week is 15.95 million gallons.

## HEALTH OF THE COLONY.

36 SMALL-POX CASES LAST WEEK.

There were 36 more cases of small-pox last week (one of them "Non-Chinese") and 16 deaths. No other cases of notifiable disease were reported. There were 36 deaths from tuberculosis, 16 from malaria and 1 from influenza.

On Monday 13 more cases of small-pox (all Chinese from Victoria) were reported, and 2 cases of diphtheria were reported.

## ROUND THE COURTS.

SHIP'S OFFICER CHARGED.

ALLEGED THREATS IN NATHAN ROAD.

An officer of the Douglas S.S. Company's vessel, Haining, Mr. Walter Cahalac, was before Mr. T. S. Whyte Smith at Kowloon Magistrate's yesterday for using threats likely to cause a breach of the peace.

Defendant said that he knew nothing about the alleged incident and asked who was accusing him.

Inspector Marks said that he had a doctor's certificate which would prove that defendant had been drinking. The threats alleged to have been made by the accused were that he would shoot certain people. The Inspector asked for a remand until noon on Friday with a bail of \$500 for the defendant. The defendant had undertaken, if granted bail, that he would not interfere with the people concerned.

Defendant asked again if he were allowed to know who was accusing him. Inspector Marks replied that he would know later. The Magistrate remarked that he supposed there had been more than one person threatened although there was only one incident. It is alleged that it took place on the staircase of No. 225, Nathan Road, but it was not stated in the charge sheet how many people were concerned.

Defendant asked a third time for the identity of those accusing him, and Inspector Marks replied that the Captain Superintendent of Police was mentioned as prosecutor, as it was a police prosecution. Defendant was accordingly remanded until Friday noon.

## HIS PROFESSION.

A young Chinese who had been convicted in September and October for pickpocketing and sentenced to twelve strokes with the cane on each occasion, was again before the Kowloon Magistrate for stealing a watch and chain from a pedestrian in Shanghai Street.

The Magistrate said that the defendant was evidently a professional pickpocket and he looked more than his stated age (15). A sentence of three months' hard labour was imposed.

## POSSESSION OF AN AUTOMATIC.

A rattan worker who was charged with unlawful possession of an automatic pistol told the Magistrate that the weapon was given him by a friend who asked him to carry it, and offered \$1.

Inspector Fallon said that the defendant was arrested in Nelson Street carrying a bundle of straw in which the weapon was concealed. A fine of \$500 or four months' hard labour was imposed.

## LOTTERY DEALER FINED.

A Chinese was before Mr. Whyte Smith for having possession of 33 *pin* lottery tickets. He was fined \$75 or six weeks' hard labour. A conviction in 1917 was proved.

## ANNUAL K.F.C. FUNCTION.

MARRIED v. SINGLES FOOTBALL MATCH.

The annual New Year's Day celebrations at the Kowloon Football Club will be held as usual and a very good programme has been arranged. It includes, of course, a football match between the Married and Singles, and "motor-cycle football" during the well earned interval.

The teams for the motor-cycle football match are as follows:—H. K. V. D. C. (Motor Cycle Section).—S. C. Banks (A.J.S.), W. L. Miller (Excelsior), B. Rogers (A.J.S.), S. J. Clark (P. & M.) and H. G. Williams (Humber) Reserve.—R. W. Sapsed (Raleigh).

Lieut. Howard's Team.—E. J. Spradberry (Coventry Eagle), F. Baker (Harley), W. Simpson (Harley), W. Borrowman (Triumph), Lieut. Howard (B.S.A.).

The "High Jinks" follow:—10.15 a.m.—Sir Cumference and Lady de Tong will arrive at the Star Ferry. They will be escorted to the Kowloon Football Club by the Motor-Cycle Footballers.

10.30 a.m.—Full procession of carnival sprites and what-not will leave the Club for a tour of the village.

11 a.m.—Married v. Single match will commence. Mr. E. Cock, kicking-off.

11.30 a.m.—Half-time.

11.30 a.m.—Motor-cycle Football begins.

12.10 p.m.—Married v. Single match will be resumed.

12.30 p.m.—Resumption of prices and raffish.

## CORRESPONDENCE.

KOWLOON FERRY SERVICE.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—I feel sure that many who cross the harbour on the ferry boats must have often wondered why the Company, instead of herding passengers on the landing stages, as at present, do not arrange the arrival and departure of the boats so that intending passengers would always find a boat at the wharf waiting to receive them. It would be so much more pleasant to be able to walk directly onto the boat. I have heard some people declare that the conditions of the journey from one side of the harbour to the other are so unpleasant that they would not, for this reason alone, live on the Kowloon side. Only one side of the wharf on the Kowloon side is in use but I cannot imagine any reason why, as in other parts of the world, the closing of the gate for one wharf should not mean the opening of the gate for the other wharf.

A five minutes service run on the lines I have indicated would, I suppose, require more boats than the four now in use but, until other boats are built, some of the old boats might be brought into service again. Anyhow the Company is doing so well out of the public and making such immense profits that a little more expense should not be grudged if it result in increased efficiency and a better service.—Yours, etc., "PASSENGER."

Hong Kong, December 30.

## THE N.Y.K. FLEET.

OFFICIAL TRIAL OF TATSUTA-MARU.

The local office of the Nippon Yusen Kaisha has received telegraphic advice from Tokyo stating that the Tatsuta Maru, sister ship of the Asama Maru, made 21.63 knots on her official trial run on December 27 off Nagasaki Harbour, which is very satisfactory.

## CRAIGENGOWER C.C.

ANNUAL PRESIDENT'S DANCE.

Mr. B. W. Bradbury, the President of the Craigengower Cricket Club gave the annual President's dance at the Clubhouse last night.

There was a large attendance of members and friends, and a spirit of jollity predominated. The hall was gaily decorated, and an excellent band provided music.

Immediately after the midnight gun went off, dancing gave way to the singing of Auld Lang Syne, everybody present joining in most lustily.

Dancing was then resumed, and the party broke up in the "wee sma' coors."

## TWO GHOSTS TOO EXPENSIVE.

HAUNTED CASTLE UNSOLD.

Two ghosts, one of them far-famed, were offered for sale at The Mart, Queen Victoria-street, E.C. recently.

There was no purchaser for them, the historic castle of Hurstmonceux, Sussex, which they have haunted for centuries, being withdrawn at £25,000.

An air of reverence, not often linked with the sale room, characterised the auction. The auctioneer, reciting the ancient glories of Hurstmonceux, might have been a monk reading from some old missal. Words like "postern," "mullion," "manorial," fell so softly from his lips that people sitting two, or three rows of chairs away could not hear them at all.

After much preliminary coaxing the bidding started at £20,000. It crept slowly up by five thousand and one thousand, and then came to an abrupt standstill.

Little Grey Lady. So Hurstmonceux's two ghosts—the famous drummer who beats a tattoo on the ramparts and a little grey lady who walks the noble staircase hall—remain for the present undisturbed.

The castle is in the market in consequence of the death of Colonel Claude Lowther, who spent more than £100,000 in restoring it. It is regarded as one of the finest examples of domestic architecture of the fifteenth century, and stands in a Sussex village eight miles from Eastbourne.

Sir Roger de Fienes, who fought at Agincourt, built the castle in 1440. In 1777 it was demolished internally, and so remained until purchased by Colonel Claude Lowther in 1910.

## SPECIAL

## OFFER

ALL

TOYS &amp; GAMES

LESS

25 %

ALSO

A LARGE SELECTION OF

DOLLS

AT

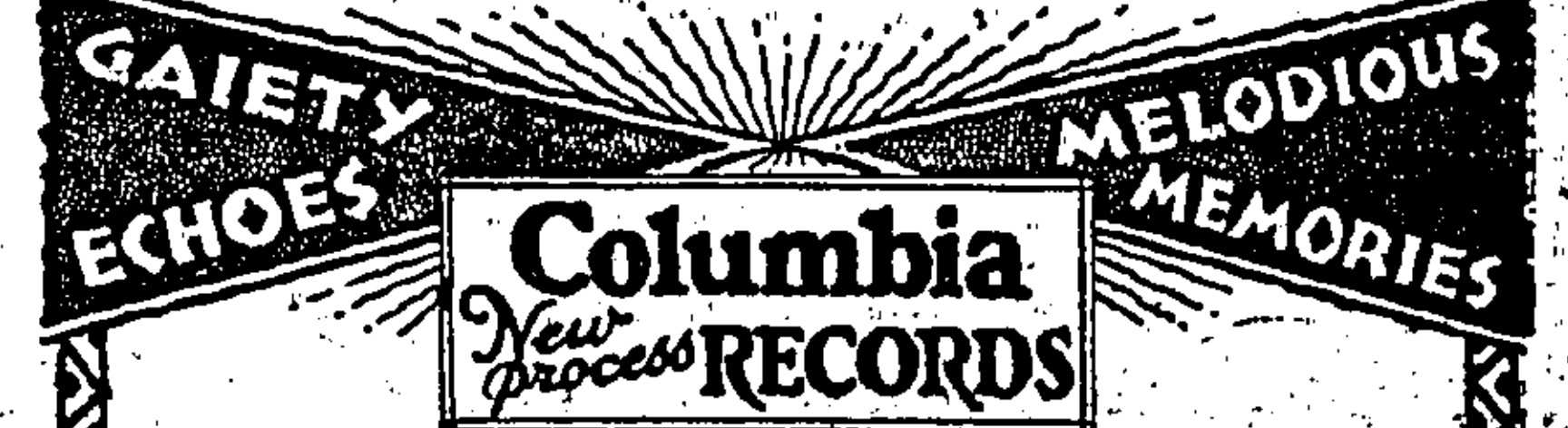
HALF PRICE

COME EARLY FOR THE BEST CHOICE

LANE, CRAWFORD, LTD.

MEZZANINE FLOOR.

Tunes that Father Loves.



## CHORUS HITS OF YESTERDAY

INTRODUCING—FALL IN AND FOLLOW ME—ANOTHER LITTLE  
DRINK—DOWN AT THE OLD BULL AND BUSH  
I DO LIKE TO BE BESIDE THE SEASIDE—TIPPERARY  
HELLO, WHO'S YOUR LADY FRIEND—A WEE DROCK & DORIS  
IF YOU WERE THE ONLY GIRL—MADAMONELLE FROM ARMENTIERES  
BY THE ZUTTER ZEE—TAKE ME BACK TO DEAR OLD BLIGHTY

The Anderson Music Co., Ltd.

## RHEUMATISM and BACKACHE

Genasprin does not merely relieve the pains of Rheumatism and Backache, it acts as a solvent of Uric Acid, the principal cause of Rheumatic trouble, and is thus of permanent benefit.

Make sure you get

GENASPRIN

The SAFE Brand of Aspirin

which is manufactured by Genasprin, Ltd., Loughborough, England, and is untouched by hand during the process of manufacture. Genasprin contains no substance which can offend in any way the laws relating to food, and may be taken by members of any caste.

Obtainable from all Chemists and Stores in bottles of 35 tablets.

SOLE AGENTS:—W. R. LOXLEY &amp; CO. TEL. 2533.

Parfumerie Poigaud

PARIS.

"FLORE DIVINA"

EXCELLENT SCENT.

Most Popular &amp; Famous Perfume. Moderate Price.

OBTAINABLE AT

All Drugs, Chemists and Leading Stores.

AGENTS:

VICENTE ATIENZA &amp; CO.

No. 54, NATHAN ROAD,

KOWLOON.

Tel. K. 155.





## NEW ADVERTISEMENTS.

## THE CHINESE ENGINEERING &amp; MINING CO., LIMITED.

## 5% FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

## SEVENTEENTH DRAWING.

NOTICE IS HEREBY GIVEN that, in conformity with the conditions endorsed upon the Debentures, the undermentioned Numbers of Debentures of the total value of \$24,000 were drawn on the Fifth day of November, 1929, at the Office of the Company, No. 3, London Wall Buildings, in the City of London, in the presence of WALTER JAMES TURNER, one of the Directors, ALFRED WILLIAM BERRY, Secretary of the Company, and NICHOLAS ROBERT JAURALDE, of J. Bishopsgate, London, E.C., Notary Public.

The said Debentures will be paid off at Par on the 31st DECEMBER, 1929, at either of the following places:—

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IN BRUSSELS: At the Office of the Local Board, 13, rue Brédgode, Brussels;

IN CHINA: At the General Office of the Company, Tientsin.

6 Bonds of £500 Each, Numbered: 36 71 83 97 128 174

70 Bonds of £100 Each, Numbered:

380 364 456 517 564 575  
586 594 630 761 865 880  
936 957 1032 1074 1104 1123  
1120 1140 1375 1412 1451 1465  
1535 1542 1647 1713 1725 1734  
1760 1783 1818 1851 1902 2035  
2058 2073 2101 2118 2160 2238  
2271 2275 2434 2462 2560 2686  
2797 2804 2869 2907 2917 2928  
2945 2997 3029 3175 3198 3241  
3246 3263 3434 3532 3538 3593  
3653 3665 3675 3678

700 Bonds of £20 Each, Numbered:

3800 3858 3870 3926 3991 4090  
4092 4093 4115 4144 4310 4468  
4757 4776 4843 4907 4988 5009  
5023 5026 5159 5196 5306 5451  
5475 5502 5557 5632 5648 5695  
5722 5724 5900 5940 5958 5971  
5985 5988 6065 6115 6233 6300  
6350 6427 6494 6485 6533 6590  
6804 6842 6870 6885 6910 6958  
7034 7042 7068 7069 7083 7209  
7228 7245 7261 7351 7357 7473  
7484 7545 7555 7648 7819 8037  
8115 8145 8151 8153 8161 8197  
8208 8260 8260 8303 8345 8370  
8672 8698 8761 8768 8851 8906  
8910 8928 8956 9033 9123 9124  
9238 9256 9315 9355 9353 9430  
9448 9455 9461 9554 9588 9626  
9655 9669 9726 9758 9911 9953  
9981 9996 10014 10023 10028 10037  
10091 10130 10141 10215 10220 10310  
10359 10405 10406 10413 10420 10430  
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11742 11793 11829 11831 11870 12008  
12011 12045 12059 12127 12185 12204  
12331 12356 12517 12529 12540 12690  
12762 12786 12805 12850 12863 12891  
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13202 13206 13257 13292 13390 13449  
13591 13678 13690 13699 13730 13737  
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13968 14000 14115 14128 14132 14155  
14236 14270 14321 14357 14434 14550  
14578 14612 14621 14720 14728 14781  
14827 14838 15039 15074 15078 15106  
15256 15332 15337 15374 15378 15394  
15461 15480 15496 15534 15560 15736  
15750 15769 15780 15803 15848 15968  
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16218 16400 16441 16450 16463 16465  
16564 16585 16606 16600 16823 16887  
17056 17070 17090 17142 17169 17194  
17590 17598 17354 17407 17480 17579  
17613 17681 17682 17750 17840 17853  
17910 17940 17950 18047 18060 18103  
18105 18122 18246 18249 18250 18254  
18321 18334 18443 18473 18576 18599  
18653 18681 18687 18738 18741 18754  
18790 18810 18938 18958 19003 19084  
19299 19333 19418 19437 19535 19578  
19585 19620 19698 19674 19700 19798  
19844 19851 19916 19995 20088 20099  
20134 20136 20177 20257 20413 20481  
20497 20542 20577 20631 20763 20773  
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31331 31401 31587 31615 31621 31678  
31680 31614 31603 32047 32117 32162

## At

## WATSON'S

## CHOICE WINES

## for

## THE FESTIVE

## SEASON.

## Champagne de St. Marceaux

Vintage 1920. Vin Brut & Extra Dry

## Ayala. Vintage. Extra Dry

## Golden Guinea. Sparkling Muscatel

## Sherry. Ruiz's Full Golden, Amorsó Extra

## Ports. Robertson's Choice Old

Sandeman's Vintage 1911

Clubland White

Silva & Cosen's Very Fine Old Tawny

## Brandies. Finest Old Brown ("E")

Renaults Reserve Grande

Champagne 100 years old

Courvoisier's Napoleon 80 years old

## Cocktails in Bottle

## Liqueurs in Fancy Carafes in great variety

## Sauternes, Clarets, Hocks.

## Whiskies Dewar's White Label and Victoria Vat

Glen Moray '93 Liqueur

Gilbey's Spey Royal. Watson's B.

## A. S. WATSON

## &amp; CO., LTD.

Established 1841.

## BANK HOLIDAY.

IN Accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the TRANSACTION OF PUBLIC BUSINESS ON WEDNESDAY, JANUARY 1st, 1930 (NEW YEAR'S DAY).

Net Amount Payable 9.7.1/5

On £100 DEBENTURES: For Coupon (Gross) 23. 0. 0. Less Tax at 4/- in the 2 12. 0. Net Amount Payable 22. 8. 0.

On £20 DEBENTURES: For Coupon (Gross) 215. 0. 0. Less Tax at 4/- in the 2 3. 0. 0. Net Amount Payable 212. 0. 0.

Payment will be made in Local Currency at the Demand Paying Rate of Exchange of the Day the Coupon is presented.

By Order, THE KAILAN MINING ADMINISTRATION, P. C. YOUNG, General Manager.

## NOTICE.

THE MANUFACTURERS LIFE INSURANCE COMPANY

whishes All Their POLICY HOLDERS A HAPPY AND PROSPEROUS NEW YEAR.

## NOTICE.

NOTICE IS HEREBY GIVEN that, in connection with Mr. F. J. LAFLURE'S Furlough, Mr. F. J. LAFLURE will take charge of the HONG KONG OFFICE as from the 1st day of JANUARY, 1930.

HOLLAND-CHINA TRADING CO., LTD.

ROTTERDAM, SHANGHAI, HONG KONG, CANTON, TIENTSIN.

Hong Kong, 1st Jan., 1930. [8812]

## NOTICE.

MR. SIEW KWAN WONG, doth hereby Give Notice that the Two Powers of Attorney, dated 8th DECEMBER, 1925, and 18th JANUARY, granted and given to LEUNG KAM KONG, and conveyed to LEUNG KAM KONG, by myself and as Governing Director of S. K. TRUST, LIMITED, respectively, have been REVOKED and that the said LEUNG KAM KONG is no longer authorised to act in any Capacity whatsoever on my behalf and on behalf of S. K. TRUST, LIMITED.

All Communications with S. K. TRUST, LIMITED, should be addressed to Messrs. HO YAN SANG, No. 109, QUEEN'S ROAD, CENTRAL.

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## TWO PRO-CONSULS.

## SIR CECIL CLEMENTI AND SIR HUGH CLIFFORD.

The "Far Eastern Review" gives the following warm and interesting appreciation of H.E. Sir Cecil Clementi, K.C.M.G., and Sir Hugh Clifford, who has, of course, recently resigned the Governorship of the Straits Settlements to which Sir Cecil has been appointed.

(Of particular interest is the account of Sir Cecil's great exploration of Western China.)

SIR CECIL CLEMENTI.  
MAN WHO UNDERSTANDS  
CHINA.

Sir Cecil Clementi, for the past four years Governor of Hong Kong, has been promoted to succeed Sir Hugh Clifford as Governor and Commander-in-Chief of the Straits Settlements and High Commissioner of the Federated Malay States. Sir Cecil's record as chief administrator of Hong Kong and British diplomatic agent during the most trying and difficult period of the colony has passed through its history, fully entitling him to this well merited recognition on the part of his government and earns for him the deep gratitude and regard of every British firm in China. Like his predecessor in office at Singapore, Sir Cecil is an expert on Far Eastern affairs, one of the highest authorities on British problems in China and as equally well informed on Chinese affairs.

Sir Cecil entered the Colonial Service in 1899, his first appointment as Cadet being to the Colonial Secretary's office at Hong Kong. Here he remained until 1913, climbing from the bottom to the post of Acting Colonial Secretary. His arrival in the colony followed shortly after the acquisition of the lease to the Kowloon territory, then an undeveloped waste land harbouring pirates, smugglers and other lawless elements. During these fourteen years, most of the important public works, railways, roads, water system, wharves and harbour extensions, which have developed the colony into its present proud position, were conceived and carried out under the direction of the colonial authorities.

Although most of his work at that time was the usual routine of the service, Clementi found time during a vacation in 1907-08 to make a trip from Andijan, the terminus of the Russian railway in Turkistan, crossing the Pamirs to Kashgar and then through Sinkiang, Kansu, Shensi, Szechuan, Kweichow, Kwangsi and Kwangtung back to Hong Kong, a distance of 4,000 miles travelled in 108 days. He surveyed the whole route, taking meteorological observations daily and calculating the latitude of 141 places, the longitude of 139 and the height above sea-level of 185. Up to that time, the location of less than ten of these places had been definitely determined. Clementi's "Summary of Geographical Observations" compiled and published as the result of this last for travel and adventure, placed China accurately on the map of the World. At least, it definitely located many places where they ought to be and still serves as the most reliable authority for the mapmakers of Western and North-western China.

In British Guiana. Sir Cecil early mastered the Cantonese dialect and by 1906 passed his final examination in Mandarin. It would seem that his knowledge of China's topography, the language of its people, their psychology and problems would have led his government to retaining him permanently in this country, transferring him from the Colonial to the Diplomatic Service where his talents and high ability would have helped to smooth over some of the errors which ultimately led to a disaster which might have been avoided. But the routine of the Colonial Office took this expert on China away from Hong Kong and buried him in British Guiana for nine years, where the only contact he had with the problems that interested him was the Chinese in that colony. This experience enabled him to write a most interesting book on "The Chinese in British Guiana." He was ordered to Ceylon as Colonial Secretary in 1922.

The Canton Crisis. It was not until after the May 30 affair and the Shaki incident at Canton, when the whole of China was ablaze and seething with hatred of everything British, that his Government, seeking for a man to pull it out of the mess, remembered Clementi and ordered him to Hong Kong as Governor. Arriving in the colony on November 1, 1925, with the port paralyzed by a ship-ping strike and trade boycotts, the job that could not be handled by the diplomats at Peking was shouldered on to this Colonial expert on Chinese affairs. The solution of Britain's trouble lay in placating the Cantonese, and here the new Governor was perhaps the one man in the British service that could deliver the goods. He knew Canton and the Cantonese. He could take to them in their own tongue. In his younger days he had even translated a volume of Cantonese Love Songs. He was the right man in the right place.

Yielding in his defence of British rights and prestige but with a sympathetic appreciation of the point of view of the Chinese, he argued it out with the Nationalist leaders and saved the situation. Business and diplomatic

CLIFFORD OF MALAYA.  
A PICTURESQUE FIGURE.

The resignation of Sir Hugh Clifford as Governor of Singapore and High Commissioner of the Federated Malay States, removes from active service one of the outstanding personalities of the Far East. A colourful and brilliant career has been brought to an abrupt and tragic close by the serious illness of Lady Clifford. The law of the colony in the Straits Settlements does not allow the Governor taking leave more than once in any period of two years and as it was imperative that Sir Hugh should accompany Lady Clifford home, he had no alternative but to send in his resignation. We join with our British colleagues in expressing regret that his distinguished services were terminated before he celebrated the jubilee of his entrance into the public service. His loss to the Far East will be felt as deeply by Americans as by his own countrymen.

Sir Hugh Clifford's career is unique and almost unparalleled for romance, adventure and service. Fighting his way up from the bottom of the ladder in a series of hard-fought campaigns against rebellious Malay sultans, datus and their fanatical followers, the seventeen-year old British subaltern won his spurs in a hard school. The British have had to whip into shape many peoples and tribes in order to establish their authority and respect for the law. They have always recognized courage wherever found and to Sir Hugh Clifford more than to anyone else, the world is indebted for a better appreciation of the high qualities of the Malay fighting man. In the same way that their blood-brothers in Mindanao and Sulu won the respect of the grizzled Indian fighters of the old American army, the Malayan Moros tried the patience, endurance and courage of the British colonial service.

As Author. Sir Hugh Clifford's stories of those by-gone days when the world was young and adventure called, stir the imagination. But they are "Days that are Dead" days of hazardous campaigns that will never return. The generation of Quixotic fighters and soldiers of fortune to which Sir Hugh belongs, passed through hardships and perils that will never again fall to the lot of British or American knights-errant. Buckwhacking through jungles and dank tropical forests, where the enemy chooses his own time and place to fight and never shows his face; Moro or Malayan kampongs in the Far East; fighting kampongs on the plains of the Far West; filibustering in the Caribbean; fighting for liberty or humanity in Cuba, or revolting in some other Latin American country, and other desperate outlets for the hot-blooded, restless spirits of a by-gone generation, are possible no longer. Sir Hugh is one of the last of a fast disappearing but picturesque and splendid type that modern civilization and scientific methods of warfare have discarded. To him, it was all in the day's work; part of the everyday routine of a service, to enter which, he rejected a military career.

Sir Hugh Clifford has served his King and country with distinction in every quarter of the globe; in the West Indies, in Africa, in Ceylon, Borneo and Sarawak and although his name stands pre-eminent among the most notable of Britain's colonial administrators, it will always be associated with that wild corner of Asia that British forethought, energy and initiative has transformed into the Rubber Empire of the World, the fairest and richest Crown Colony that Britain ever possessed.

It is to be hoped that Lady Clifford's health will respond to a change of climate and that Sir Hugh may return to his post and round out his fifty years of service in the land that he loves. If, however, this is not to be, then there should be before him many years of invaluable service in some highly placed advisory capacity at Home.

relations were resumed on a new basis of friendly understanding and co-operation. British interests in China were placed on a firmer and more satisfactory footing. A grateful government promptly rewarded him. In the New Year Honours List of 1928 he was knighted and invested with the K.C.M.G. and decoration by Prince George in November of that year. It is to be regretted that once again the exigencies of the Colonial Service remove this capital diplomat-administrator from a sphere where his guiding hand is still urgently needed. The promotion, however, has been well earned and again we join with our British friends in wishing Sir Cecil every success in his new post, where his past experience will plant reform in a community where Chinese commercial interests largely predominate.

SO THERE GOES  
EXTRALITY!LONG-PROMISED MANDATE  
ISSUED.

## NANKING SPEAKS.

[THROUGH REUTERS' AGENCY.]

NANKING, Dec. 30. The Foreign Minister, Dr. C. T. Wang, to-day issued a statement regarding the abolition of extraterritoriality, saying: "Extraterritoriality is no ordinary diplomatic problem. It touches the life of the Chinese in so many intimate ways that it must be considered by the Chinese Government as a domestic question of immediate moment. For this reason, the Government has been compelled to declare the actual process of re-establishing Chinese sovereignty by the 'abolition of extraterritorial rights.' The abolition begins on January 1." Dr. C. T. Wang continues, "relying on the sympathy already shown, and the assurances already given by the Powers concerned, believes that there is no real difference of opinion between the Powers and China regarding the principle involved, and the Chinese Government is prepared to consider and discuss within a reasonable time, representations made in reference to the plan under preparation in Nanking."

"The issuance of the extraterritorial mandate should be regarded as a step towards removing a cause of constant conflict and, at the same time, promoting relations between Chinese and foreigners."

## America Says "No."

WASHINGTON, Dec. 30. President Hoover spent a long time to-day discussing China with Mr. Nelson T. Johnson, the newly-appointed American Minister to Peking, who is shortly leaving for the Far East.

State Department officials are not perturbed by Nanking's extraterritorial decree.

"They declare that American Courts in China will continue to operate and while no provision is being made to protect American rights by force of arms, the United States is prepared to take stringent measures if their rights are infringed. It is reported that the Government may abandon extraterritoriality in 1934, when the present treaty with China expires."

## An American Gesture.

WASHINGTON, Dec. 31. Mr. Porter, Chairman of Representatives of the Foreign Affairs Committee, stated to-day that in accordance with the Administration's expressed desire to abandon extraterritoriality, the plans for the new \$750,000 Consular building in Shanghai had been altered to omit the court-room and jail.

## British Attitude Guarded.

Reuter, Dec. 30. Notwithstanding the mandate issued in Nanking, the Chinese Government have not yet denounced the extra-territoriality clauses of their treaties with His Majesty's Government.

It is, therefore, premature to pronounce any opinion as to what procedure may be contemplated by the Chinese Government. The British Government recently made clear that they accepted the principle that the gradual relinquishment of British subjects in China should be considered as beginning from January 1 next, and it is assumed that the Chinese Government are prepared to enter into negotiations with this end in view.—British Wireless.

CHINA'S NEWEST  
HOLIDAYS.REWARDS, AND DESERTS,  
PROMISED.

[THROUGH REUTERS' AGENCY.]

NANKING, Dec. 31. By order of the Executive Yuan all Government offices, and the various Provincial Municipal Governments will close for three days beginning January 1. It is also announced that medals in honour and appreciation of meritorious services during 1929, will be awarded on New Year's Day to military commanders for defending the north-eastern border against the Soviet; to the presidents of the Five Yuans, the chairman of National Conferences held during 1929, and to various departmental directors.

## And Dishonour!

Six of the leading Kuomintang commanders under Feng Yu Hsiang, namely Sung Chih Yuan, Shih Ching Ting, Sun Liang Chen, Liu Chi, Lu Chung Lin and Hsueh Tui Pi are to be expelled from the Kuomintang for plotting against the Central Government, in accordance with a resolution adopted yesterday by the Kuomintang Council.

PROHIBITION IN  
AMERICA.CONTROVERSY STILL  
RAGES.

## WEEK-END'S TOLL.

[REUTERS' AMERICAN SERVICE.]

New York, Dec. 31. Guns of both Prohibition Agents and rum-runners in different parts of the United States during the week-end were responsible for 5 deaths and 4 wounding.

These developments, arising out of the enforcement of the "Dry" Laws, come at a time when official circles in Washington are engaged in one of the bitterest controversies over Prohibition since it became law.

It is understood that President Hoover will shortly submit to Congress a number of recommendations by the Law Enforcement Commission. It is known that the President is watching the situation with very great interest, and there are indications of a general speeding up of activities among Prohibition agents all over the country.

Among the killed is Deputy Chief Puryear of Mecklenburg County, Virginia, and a State policeman. Both were fatally ambushed while escorting three prisoners whom they had arrested at an illicit still.

Two other officers were wounded in the course of a raid near Columbus.

## THE SHANGHAI COURT.

ITS RE-ORGANIZATION  
PENDING.

[THROUGH REUTERS' AGENCY.]

NANKING, Dec. 31. As the Agreement governing the status of the Shanghai Provisional Court expires to-day, the Judicial Yuan has ordered the Court to prepare for its impending re-organization. Until this time, however, the Court is to carry on work as usual.

## WEST RIVER COLLISION.

## LAUNCH SUNK.

The British registered steam launch Tung On, owned by the Hung Hing Tat of Hong Kong, collided with and sank a Chinese launch which had been commanded by the military at Shihing, on the 29th instant. It is understood no lives were lost.

MILITARY ACTIVITY AT  
WUCHOW.

[NAVAL WIRELESS.]

Wuchow, Dec. 29. Cantonese troop movements are taking place. Troops have started proceeding up river. Some trench digging and erection of barbed wire entanglements is taking place on the hills around Wuchow.

## OFF TO THE MOUNTAINS.

"IRONSIDES" EVACUATE  
KWEILIN.

According to the vernacular Press, the "Ironsides" have decided to evacuate Kweilin and retreat to the mountainous parts of Hunan. The Kwangtung-Nanking forces were expected to occupy Kweilin on Tuesday.

An unconfirmed report from Wuchow states that Kwangtung troops in the southern sector in Kwangsi have captured Sunchow and are striking westward in the direction of Nanning. General Chen Tai Tong who is directing operations has decided not to return to Canton until the situation in Kwangsi is completely settled.

## M. CHICHERIN RESIGNS.

## LONG SERVICE FOR RUSSIA.

[THROUGH REUTERS' AGENCY.]

Berlin, Dec. 31. The resignation of the Foreign Minister with the longest record of continuous service in Europe is announced. He is M. Chicherin, the Soviet's Foreign Commissioner, who has been undergoing a cure at Wiesbaden for diabetes. He leaves for Moscow on January 2, in order to resign his post, on medical advice. He is expected to return to Wiesbaden afterwards, to complete his cure.

SOVIET NATIONALS TO BE  
RELEASED.

## HARBIN'S DECISION.

[THROUGH REUTERS' AGENCY.]

Tokyo, December 31. It is learned from Harbin that 22 Soviet nationals will be released on Tuesday, after five months detention at Harbin.

SUPPORT FOR LORD  
IRWIN.BOMBING OUTRAGE  
CONDEMNED.LAHORE CONGRESS  
VOTE.

[THROUGH REUTERS' AGENCY.]

LAHORE, Dec. 31. The All-India Congress by 942 votes, to 792, adopted Gandhi's resolution condemning the bomb outrage, and congratulating the Viceroy on his escape.

The National Liberal Federation has issued an appeal to all parties throughout India declaring that the only rallying-cry which can unite all interests and religions in India is Dominion Status, not as a distant goal or ideal, but as an object capable of achievement in the shortest possible time.

## Suicidal Decisions.

Doctor Varadarajulu Naidu, an influential leader of the All-India Congress, and a member of the Provincial Congress Committee has resigned from both bodies on the ground that the decisions reached by the Congress are suicidal.

## Putting the Brake On.

MADRAS, Dec. 30.

A far more sober view of the Indian political situation than is taken by the All-India Congress at Lahore, was expressed at the National Liberal Federation Conference. This body unanimously condemned the attempt on the Viceroy's train, and recorded its abhorrence and detestation of a crime which was wholly repugnant to the spirit of Indian life and culture.

Sir Tej Bahadur Sapru moved a resolution (approved by the Subjects Committee), welcoming the Viceroy's announcement recently as authoritatively confirming the view that Dominion status for India was what was meant by the declaration of 1917, as it definitely recognizes that British India and the Indian States should form a greater United India; and as it also concedes the India's claims to a right to confer on a footing of equality with the British Cabinet on the form of the future Constitution of India.

The resolution pledged the Liberals' participation in the contemplated round-table conference, and strongly urged that it be held as early as possible in 1930, and that the progressive element in India have a preponderant representation.

## Faith in Britain.

Sir Tej Sapru entreated his countrymen not to reject the offer of a round-table conference because the Secretary for India, and the Viceroy, had not promised Dominion status. It was unthinkable that if there were some agreement among Indians themselves their demand would be rejected by any Government, much less a Labour Government.

What the Indian Liberals wanted was a Constitution giving Dominion status automatically, without periodical enquiries. The speaker urged that the round-table conference be called not later than May. Srinivasa Sastri will later move, and Mrs. Annie Besant second, a resolution approved by the Subjects Committee urging the combination of all parties to secure a Constitution based upon Dominion status, subject to the necessary safeguard for the period of transition.

## "Himalayan Blunder."

Sir Chiman Lal Shrivastav seconding the Sapru Resolution, paid high tribute to Lord Irwin. Referring to the Gandhi Resolution at the All-India Congress he said it passed his imagination how Gandhi, who previously had committed a "Himalayan blunder" could think of committing a greater one. (Gandhi confessed it was a Himalayan blunder) when the serious disturbances occurred in 1921 and 1922 in connection with the non-cooperation movement, despite advice to maintain a non-violent attitude. (Gandhi thereupon suspended the campaign).

## Sikhs Demonstrate.

LAHORE, Dec. 30. A monster Sikh meeting was held outside the fort. It was originally planned as a demonstration against portions of the Nehru Report to the All-India Congress, dealing with communal representation, but the Congress has now dropped the Nehru Report.

Kharak Singh, President, and Amar Singh, Chairman, declared that Sikhs would fight to the bitter end to prevent communal government in the Punjab. They were prepared to make any sacrifice in the interests of Congress, provided they were assured of a representation of 30 per cent. A procession was subsequently held through the city headed by the President, ending in a demonstration at the city hall.

(Continued on next column.)

TURKEY'S SCHOOL  
BILL.RIGHTS TO LANGUAGE  
INSTRUCTION.

## LOOKING FOR TROUBLE?

[THROUGH REUTERS' AGENCY.]

CONSTANTINOPLE, Dec. 30. The Government has drafted a Bill, which is certain of adoption, whereby all Turkish children, even though of Greek, Armenian or Jewish extraction, must attend Turkish primary schools, between the ages of 7 and 12 years.

The measure is bound to raise a great outcry among Christians, and the non-Moslem minorities, whose rights with regard to language instruction are guaranteed under the Treaty of Lausanne.

Strenuous opposition is also anticipated from foreign Missions, and other educational establishments in Turkey.

## AMERICAN STATISTICS.

## RAILWAYS' GOOD RETURN.

[REUTERS' AMERICAN SERVICE.]

WASHINGTON, Dec. 30. The operating income of important American railways during the past year, on the basis of a preliminary report of the American Railway Association totalled \$256,400,000. This represents a return of 4.99 per cent., the highest for 10 years.

## Population.

Statistics compiled by the National Bureau of Economic Research show that the population of the continental United States increased by 4,296,000 to 119,305,000 for the 10 years ended July 1, 1929.

## Growth of Exports.

United States exports for the first nine months of 1929 total \$3,844,000,000, or slightly over 2 per cent. above the total of the corresponding period last year, according to a report issued by the Foreign Commerce Department of the Chamber of Commerce.

Automobiles parts and accessories valued at \$455,000,000 head the list, showing an increase of 22.1 per cent. This is followed by unmanufactured cotton, gasoline, refined copper and agricultural machinery. The sales of unmanufactured cotton abroad amounted to \$844,000,000, a decline of 14.9 per cent. compared with the first nine months of 1928.

GALE DAMAGE IN  
MAURITIUS.

## PLANTATIONS SUFFER.

[THROUGH REUTERS' AGENCY.]

PORT LOUIS, Mauritius, December 30. Sugar plantations were greatly damaged by a terrific thunderstorm to-day. The town of Port Louis is inundated, and railway traffic in part of the North Island suspended. The poor in Port Louis are suffering from exposure and destitution.

## At the Congress.

LATER.

The Congress Subjects Committee at Lahore by 114 votes to 113, defeated Kellkar's amendment to Gandhi's resolution deleting the appreciation of the Viceroy's offer of a round-table conference. The Opposition is trying to reverse the decision in open Congress.

## Critical Days.

A serious collision between police and Indian Volunteers, charged by the All-India Congress with maintenance of order, was only narrowly averted by the personal intervention of Gandhi.

Two volunteers assaulted two C.I.D. plain-clothes inspectors, who the volunteers alleged interfered with some women. A police detachment arrived from camp, and demanded the surrender of the volunteers, but their colleagues prepared to resist, and conflict seemed inevitable.

However, Gandhi advised the surrender of the volunteers, which Congress officials enforced. The police then withdrew, and quiet was restored.

AMMADABAD, Dec. 30. The Youth and Independence League demonstrated outside the railway station upon the arrival of Sir Frederick Sykes. They waved black flags, shouting "Frederick Sykes, go back." The Governor of Bombay subsequently received addresses of welcome from the municipality, the District Board, and the Chamber of Commerce.

## Telegrams in Brief.

The Finance Minister, Signor Mosconi, will head the Italian delegation to the Hague Conference.

A petition for involuntary bankruptcy has been filed in the Federal Court against the Stutz Motor Car Company of America, by three Indianapolis creditors.

The German Government has notified President Hoover that the appointment of the Kentucky Senator, Mr. Frederick Sackett as the American Ambassador to Berlin, is acceptable.

1929 has been a grim year for the Rumanian State Railways. There have been 325 collisions, 1,355 trains derailed, and 1,865 other accidents. Five hundred persons were killed.

The new British submarine Odin, the largest vessel of her type in the world, has arrived at Portland from Chatham, after encountering a fierce gale en route. She will carry out her trials before proceeding to the China Station in a month's time.

The King has approved the appointment of Mr. Richard Roy Macdonachie, C.I.E., of the Indian Political Department, to be His Majesty's Envoy Extraordinary and Minister Plenipotentiary at Kabul. The New Minister to Afghanistan was Counselor of the British Legation at Kabul from 1922 to 1924.

ADMIRALTY OFFICIALS  
COMING.

## ECONOMIC ENQUIRIES.

[THROUGH REUTERS' AGENCY.]

MALTA, Dec. 30. Sir Vincent Baddeley, first principal of the Admiralty, and Mr. A. S. le Maître, of the Admiralty, who have been on an official visit here since December 21, have left for Colombo en route to Hong Kong. It is understood they are enquiring into conditions of service abroad, cost of living, and such matters.

## NIGERIA QUIETER.

SITUATION THROUGHT TO  
BE SATISFACTORY.

[BRITISH WIRELESS SERVICE.]

RUGBY, Dec. 30. The latest information received by the Colonial Office from the Governor of Nigeria, where disturbances have recently occurred, is to the effect that the general situation is now satisfactory.

In Calabar Province, the situation is steadily improving and the work of pacification proceeding. There is still some unrest at Aro and Umun, on the left Bank of the Cross River, but all roads in the province are safe and the province is quiet.

Reports from Owerri say that North Owerri and South Owerri are restless. Some looting in the Owerri Division is being dealt with. Nguru has been occupied without opposition. Elsewhere all is quiet.

Armed guards have been removed from Abo, and normal police work resumed.

Troops have been moved from Port Harcourt, as all is quiet there, and have been concentrated at Abo to check the southern movement.

## MR. MACDONALD'S PLANS.

PREPARING FOR THE  
CONFERENCE.

[BRITISH WIRELESS SERVICE.]

RUGBY, Dec. 30. It is understood that Mr. Ramsay MacDonald, who has been staying at Lissiemouth in Scotland during the Christmas holidays, will go to Chequers, the official country residence of the Premier, before returning to London for the opening of the Five-Power Conference on January 21. The Premier wishes to have a talk with M. Tardieu, the French Premier, on the general scope of the Conference and the French Memorandum, and it is likely that a meeting of the two Premiers almost on the eve of the Conference will take place at Chequers.

## M. DAUDET PARDONED.

ESCAPE FROM PRISON  
RECALLED.

[THROUGH REUTERS' AGENCY.]

PARIS, Dec. 30. M. Doumergue has pardoned the Royalist, M. Leon Daudet, who by the most ingenious hoax of the century escaped from prison in 1927, and took refuge in Brussels. A friend of M. Daudet impersonated the Minister of the Interior, and telephonically ordered the Governor to release him.



# Sports News

## CRICKET.

### NAVY V. ARMY.

It was not actually raining when the game restarted about eleven. The last Navy wicket did itself very nicely, all things considered, and took the score to 86, an increase of 25, before Moseley was caught by a substitute at extra cover.

### The Follow On.

The follow on was enforced and Moseley went in first with Wright but in the third over he was taken at the wicket off Fry. (2-1-1) Stephenson joined Wright and both batsmen obviously got themselves to wear the bowling down, and treated Christian and Fry with great respect. At ten, a curious incident occurred. One of Christian's kicked up and hit Stephenson somewhere on the arm, wrist or glove. Wyatt fell forward and gathered the ball, obviously thinking it was a chance. No one else seemed very sure and Stephenson started to go, and then hesitated. Finally the umpire gave him not out. He celebrated this by carting the next ball round to square leg in a spectacular way! Moseley relieved Christian but a couple of fours came in his first over.

At 27 Wright got in front of a straight one from Fry and was l.b.w. for eight runs. A quite spell followed, and a few runs later Crane, who had left Davis behind the sticks, rested Fry for Everest. Both batsmen were playing very prettily, taking care, but picking up fours occasionally. Stephenson glanced a beauty from Everest to long leg, while Boumpfrey was particularly good through the covers. They were also running sharp singles very nicely. Sixty was hoisted without further loss and then Fry relieved Everest at the Law Courts end. Boumpfrey opened out a bit at his first over and appeared to give a first chance of caught and bowled, but it may have been a bum-ball. The Army fielding was on the whole excellent, and Christian at extra cover was getting to a lot of them that seemed to be out of his reach.

### The Stand Broken.

Reynolds went on and Boumpfrey sent the eighty up with a late cut, a beauty past extra cover. The wicket at this time seemed to be popping a bit, especially at the Law Courts end. At 89 Stephenson who had for some time been playing a bit too soon for some of them lifted one of Reynolds' slower balls and was caught and bowled. (90-3-43.) A very fine innings played in a most orthodox style. Bennett came in and it started to rain quite hard. Boumpfrey pushed one straight past Fry for four and then a deep field was put out, a step which might have been taken before. A few runs later tiffin was taken. The score was over the century though through a clerical error only ninety was on board.

### After Tiffin.

When the game resumed things did not go quite so well for the Navy. Boumpfrey completed his fifty and the score was 121 when he was caught at short cover by Fry off Moseley for an excellent fifty-nine, most of which came from powerful wrist-shots on the off side. A fine-innings and a very pleasant one to watch. Four runs later, Baker was l.b.w. trying to hook a short one, and Sillitoe after a four was taken in the slips by Wyatt. Both wickets fell to Moseley who was bowling very well after lunch. (129-6-4.) Bennett, who had kept his end up for some time was then taken in the slips for ten; off Reynolds.

### Saving the Innings Defeat.

At this period things did not look too promising for saving the innings' defeat, but Stanley hung on to the slack while Laslett played very nice cricket and the score mounted to 153 before the eighth wicket fell, and the danger was averted. The ninth wicket put on eleven runs and the last, twelve. The innings closed for 176, leaving the Army thirty runs to get to win. Moseley's five for forty-seven was a good performance, as about twenty were taken off him before tiffin when he had not taken a wicket.

### The End.

The Army started with Wolfe Barry and Davis and lost the former at 14, out of which he had scored ten. Maxwell then came in and hit a six and a four. The Army thus won by nine wickets.

## Commentary.

The best side won. The Navy bowling was about as good as the Army, as Wyatt could not bowl. There would have been a more even game, perhaps, had they batted first. But the batting of the Senior Service is decidedly weak and Boumpfrey and Stephenson alone can be described as really good bats. Both are up to Interport form, I think.

R. ABBIT.

### Full score and analysis:—

#### First Innings of Army.

|  |     |
|--|-----|
| Major R. H. Crane, c Laslett, b Boumpfrey    | 27  |
| Corpl. Davis, c Wright, b Laslett            | 0   |
| Lieut. A. H. Musson, c Stephenson, b Moseley | 18  |
| Capt. J. R. Reynolds, b Laslett              | 18  |
| Lieut. W. A. H. Maxwell, c Wright, b Moseley | 9   |
| Lieut. Col. F. J. Wyatt, b Bennett           | 6   |
| Lieut. Wolfe Barry, st. Cross, b Baker       | 55  |
| Corpl. Fry, c Stanley, b Baker               | 57  |
| Lieut. C. G. Christian, run out              | 6   |
| Lee-Corpl. Sawyer, b Boumpfrey               | 5   |
| Lee-Corpl. Everest, not out                  | 13  |
| Extras: Bys 17, leg byes 2, 10               |     |
| Total  | 333 |

Fall of wickets:—1/0; 2/49; 3/49; 4/77; 5/77; 6/86; 7/176; 8/191; 9/217; 10/233.

#### Bowling Analysis.

|              | O.  | M. | R. | W. |
|--------------|-----|----|----|----|
| Comdr. Baker | 14  | 3  | 56 | 2  |
| Laslett      | 18  | 6  | 81 | 2  |
| Boumpfrey    | 7.5 | 1  | 34 | 2  |
| Moseley      | 9   | 1  | 52 | 2  |
| Bennett      | 8   | 2  | 39 | 1  |

#### First Innings of Navy.

|  |    |
|--|----|
| Lieut. J. P. Wright, c Wyatt, b Reynolds         | 6  |
| Capt. F. G. Sillitoe, R.M., c Reynolds, b Fry    | 4  |
| Lieut. F. M. R. Stephenson, b Fry                | 4  |
| Squad Leader Boumpfrey, b Christian              | 2  |
| Comdr. E. G. Stanley, c Davis, b Fry             | 7  |
| Comdr. F. C. Baker, l.b.w., b Reynolds           | 8  |
| Able Seaman P. N. Laslett, c Sawyer, b Reynolds  | 7  |
| Sub-Lieut. C. L. Glass, c Wyatt, b Reynolds      | 0  |
| Sub-Lieut. P. C. J. Moseley, c sub., b Christian | 27 |
| Lieut. Cross, b Christian                        | 5  |
| Engr-Lieut. C. I. Bennett, not out               | 9  |
| Extras: byes 4, leg byes 1, 5                    |    |
| Total  | 86 |

Fall of wickets:—1/5; 2/9; 3/12; 4/21; 5/27; 6/40; 7/40; 8/45; 9/61; 10/60.

#### Bowling Analysis.

|                  | O.   | M. | R. | W. |
|------------------|------|----|----|----|
| Corpl. Fry       | 16   | 5  | 35 | 3  |
| Lieut. Christian | 11.5 | 19 | 3  |    |
| Capt. Reynolds   | 7    | 2  | 21 | 4  |
| L-Cpl. Everest   | 3    | 1  | 6  | 0  |

#### Second Innings of Navy.

|  |     |
|--|-----|
| Lieut. J. P. Wright, l.b.w., b Fry           | 8   |
| Sub-Lieut. P. C. J. Moseley, c Davis, b Fry  | 1   |
| Lieut. F. M. R. Stephenson, c and b Reynolds | 43  |
| Squad Leader Boumpfrey, c Fry, b Musson      | 59  |
| Engr-Lieut. Bennett, c Musson, b Reynolds    | 10  |
| Comdr. F. C. Baker, l.b.w., b Musson         | 3   |
| Capt. Sillitoe, c Wyatt, b Musson            | 4   |
| Able Seaman Laslett, b Musson                | 23  |
| Comdr. Stanley, c and b Reynolds             | 9   |
| Sub-Lieut. Glass, b Musson                   | 11  |
| Stoker Cross, not out                        | 0   |
| Extras: Bys 2, no ball 1, 3                  |     |
| Total  | 178 |

Fall of wickets:—1/2; 2/27; 3/99; 4/121; 5/128; 6/129; 7/131; 8/153; 9/164; 10/176.

#### Bowling Analysis.

|                  | O.   | M. | R. | W. |
|------------------|------|----|----|----|
| Lieut. Christian | 7    | 1  | 30 | 0  |
| Corpl. Fry       | 10   | 3  | 47 | 2  |
| A. H. Musson     | 18.5 | 5  | 47 | 5  |
| L-Cpl. Everest   | 3    | 0  | 14 | 0  |
| Capt. Reynolds   | 14   | 3  | 35 | 3  |

#### Second Innings of Army.

|   |    |
|---|----|
| Lieut. Wolfe Barry, c Sillitoe, b Laslett | 10 |
| Corpl. Davis, not out                     | 4  |
| Lieut. Maxwell, not out                   | 17 |
| Extra                                     | 0  |
| Total (for 1 wicket)                      | 31 |

Fall of wickets:—1/14.

#### Bowling Analysis.

|         | O.  | M. | R. | W. |
|---------|-----|----|----|----|
| Laslett | 5   | 1  | 19 | 1  |
| Moseley | 4.2 | 3  | 12 | 0  |

NOTE.—On Friday morning I hope to publish a full account of the Club v. Navy match (if the weather is kind) and also my usual weekly notes, wherein I shall venture a prediction of the United Services team v. the Club at China New Year.—B.A.

## GOLF NOTES.

### HAPPY NEW YEAR.

[By "WRYNECK".]

So that is that! Another golfing year over and in it, how many times have we laid the foundation, in the first few holes, for a record round, only to throw away stroke after stroke, the holes apparently getting smaller and smaller on each successive green! How many tiffins gone west through taking it too easily when our opponent was in difficulty, only to see a good recovery turn the tables! How many hundred points down through trying to snatch a rubber before the train gets into Kowloon!

Well, how it is over and we can start with a spotless card and doubtless any number of good resolutions—to keep the eye on the ball; slow back; never press; always be up; don't overcall; and the thousand and one things that go to make golf the most aggravating to most of us—game in the world.

But in the competition to-day we shall all be back at our old pranks again. That is certain.

1929.

Ed. D. Lawrence will be able to look back on the past year with a certain amount of satisfaction, as he has been able to reduce his handicap from 9 to 4, and as he won the Bogey Competition at Christmas with 5 up, he will probably come in for a little further attention from the Handicapping Committee. In addition to this competition he tied, as far back as January, for a qualifying round of the Captain's Cup, was beaten in the play off, but qualified in October, in the same month winning a Bogey Pool with 3 up and 77 for the medal round.

Marion and Lissaman have generally been there or thereabouts in a lot of the competitions. Marion had had luck not to qualify for the Captain's Cup. He twice returned a 75 and in each case he was pipped by one shot by a 74 handi-capped player. He holds the lowest gross score of the year with his 74 in the Whitnautie meeting. As a matter of fact there were only four single handicap players to qualify for the Captain's Cup, and the lowest net score was 71, by R. Young (81-10) at Fanling, and by R. A. Campbell (85-14) at Happy Valley in August.

The biggest defeat that Colonel Bogey suffered was when Monaghan beat him by 7 up and the lowest net score was returned in the China New Year meeting by C. E. Holmes 78-10-68.

### The Summer Months.

Owing to the comparatively cool summer, Fanling was used a lot more than in generally the case during the hot weather, although a lot of people preferred to make use of Happy Valley and Deepwater Bay, for their week-end exercise. At the present moment Deepwater Bay is looking very brown and could do with a few days of steady rain.

1930.

For the coming year, as an added interest to the usual competitions we have the visit of the Shanghai Interport Golfers to look forward to. We would be able to put a really strong team into the field and it will certainly be strengthened if Wrigley has returned from Manila by then.

### At Home.

In the coming year we shall, presumably, have the usual American invasion, and it will be interesting to see whether our golfers will be able to keep the professional and amateur championships from going out of the country again. In addition we are sure to have a number of fights between the Old Brigade, as represented by Mitchell and Duncan, and the "Youngsters," Compton and Cotton. Mitchell never seems to have struck any consistently good form since he was operated on for appendicitis.

### Controversies.

During the year the steel shaft has come into its own although at one time it looked as if it would be again left on the shelf. A great deal has been written for and against a larger hole but there does not seem to be any serious likelihood of its size being altered. However, big or small, it is made it will still look like an inverted thimble to some people and like a bucket to others.

### Cheerfulness Are In Season.

Two gentlemen of Hebrew extraction met at a holiday hotel and arranged a game of golf. Said Isaac, "My handicap's 17 what yours?" "18," replied Ephraim, "so I get one shot." "What's that?" "You get one shot," replied Ephraim, "so I get one shot." Quoted.

## GOLF.

### ROYAL HONG KONG GOLF CLUB.

#### STARTING TIMES FOR NEW YEAR DAY.

|           |                                    |
|-----------|------------------------------------|
| 9.25 a.m. | E. M. Bryden and G. Davidson.      |
| 9.32      | G. W. Sowell and R. M. Henderson.  |
| 9.38      | R. K. Hepburn and I. H. Year.      |
| 9.40      | E. D. Lawrence and I. W. Shewan.   |
| 9.44      | A. H. Ferguson and L. R. Andrewes. |
| 9.48      | Capt. Grant and H. Hampton.        |
| 9.52      | J. McKnight and Capt. Davidson.    |
| 9.58      | C. Thwaites and T. C. Monaghan.    |
| 10.00     | E. M. Ellis and P. Tester.         |
| 10.04     | A. O. Brawn and C. Mycock.         |
| 10.08     | J. S. MacLaren and W. M. Thomson.  |

### NOT A COUNTRY OF LISTENERS.

#### SIR LANDON RONALD ON MUSIC PLAYING.

"You will never make me believe that Great Britain will become merely a country of listeners," declared Sir Landon Ronald at the City of London School of Music last month.

The blame for the so-called parlous condition of music, he said, was credited to the mechanical reproduction of music—the wireless and the gramophone, which undoubtedly had a very wide influence.

"Now regarding the teaching profession, I grant that many cases have been brought to my notice where wireless has affected the teaching profession very badly, but I am perfectly certain that it is only a passing phase.

"I am convinced that the love of performance, good, bad, or indifferent, which is born in all of us, will assert itself again and be more powerful than ever.

### Improved Tastes.

"When the longing to perform comes back again to the young people, as it will, the difference will be that they will no longer be content to play things like 'Alice Where Art Thou?' or variations on 'Home, Sweet Home,' because their tastes will have improved by what they have heard, and consequently they will want better music to perform.

"As regards musical artists, it has been said that the wireless has ruined artists and that they are starving. It is absolutely a ridiculous statement to make. You have to remember that the B.B.C. and gramophone companies could not exist if there were no artists. That is where the wireless has been a boon and blessing to musicians, for provided they have the goods to offer, they can go to the B.B.C. and sing to thousands of people instead of having to wait years for recognition from the public.

"Educationally, too, it has been one of the most wonderful means of dispelling ignorance, spreading knowledge of great music to everyone, and doing as much educational work in one evening as would formerly have been done in a year. Therefore the mechanical machine is no curse, but a blessing."

### WHAT MARRIAGE COSTS.

#### £10 A WEEK TO LIVE IN NEW YORK.

The cost of living in New York is strikingly emphasised in the report of the New York State Federation of Women's Clubs, on the minimum required for marriage. Young couples should have a "nest-egg" of £200 and a combined salary of £10 a week in order to live in a three-room apartment, says the report.

The £200 will be necessary to furnish the three rooms, and possibly provide a modest honeymoon. The interesting estimate of the cost of furnishing the apartment with necessities and a few luxuries is made up as follows:—

|                              | £  | s. | d. |
|------------------------------|----|----|----|
| Living-room furniture        | 71 | 18 | 0  |
| Bedroom furnishings          | 52 | 13 | 11 |
| Kitchen equipment            | 21 | 7  | 4  |
| Linens                       | 15 | 19 | 11 |
| Silverware (1 electro-plate) | 10 | 12 | 0  |
| China and glassware          | 9  | 15 | 11 |
| Bed coverings                | 5  | 9  | 0  |
| Bath-room equipment          | 4  | 6  | 9  |
| Bed linens                   | 3  | 13 | 8  |

Total ..... £195 15 5 1/2

A standard budget suggested for a salary of £10 a month is, roughly, as follows:—

|                       | £   | s. | d. |
|-----------------------|-----|----|----|
| Food                  | 212 |    |    |
| Shelter               | 10  |    |    |
| Working expenses      | 5   |    |    |
| Clothing              | 4   |    |    |
| Health, etc.          | 3   |    |    |
| Insurance             | 3   |    |    |
| Gifts and Hospitality | 3   |    |    |
| Total                 | 240 |    |    |

## MARS AND A WATER SUPPLY.

### ITS RELATION TO PLANETS' HABITABILITY.

The habitability of Mars was discussed by Mr. William Porterhouse in his presidential address to the Manchester Astronomical Society last month. The whole question, he said, hinged on the existence of water vapour in the Martian atmosphere. If water vapour had been detected by spectroscopy, it was certainly too small in amount to effect the economy of the planet. It had been determined that a planet must have a mass at least a quarter that of the earth to enable it to retain in its atmosphere the principal gases. The mass of Mars was only one-ninth that of the earth, and even the heavier gases must by now have escaped from its surface. They were compelled to assume Martian life to be similar to that on earth, requiring similar conditions for its support. Obviously these similar conditions did not exist.

### A Slight Frost!

According to Professor Poynting, the mean temperature of Mars—47,000,000 miles further from the sun than the earth—was -36deg. Fahr., and confirmatory figures of -2deg. and -3deg. had been found by other observers. The atmosphere was not adapted for the conservation of heat and moisture. There were no trees, according to potent agents for the reception and conservation of heat. Clouds were never seen on Mars, and terrestrial clouds derived heat from the sun, conducting it to earth, and, by retarding radiation, they assisted in maintaining the heat of the earth. The atmosphere was rarer than on the summits of the earth's highest mountains and drier than that over the hottest and driest deserts. The difficulties of the explorers on the higher levels of Mount Everest had to be remembered. They only topped 29,000 feet, and the Martian barometer's four inches of mercury corresponded with an altitude of 40,000 feet.

### The "Canals."

Dealing with the engineering problem involved in the construction of the "canals," Mr. Porterhouse said that even if they were no wider and deeper than Manchester Ship Canal—they could assume nothing narrower—1,000,000 navies working normal hours would require 63 years for excavation alone, without taking account of the quarrying and masonry operations of unprecedented magnitude.

Finally, Mr. Porterhouse contended that there was not sufficient water on Mars to justify such a system. Rain never fell on the planet. The only water came from the melting polar caps. The rapid appearance and disappearance of these showed they were thin, and if they assumed 12 inches of water on a polar area of 2,400,000 square miles this represented just less than two inches of rainfall per annum on the 17,000,000 square miles supposed by Lowell to be cultivatable. "Manchester has 35 inches per annum, and Manchester is not a wet place," Mr. Porterhouse declared.

### Perpetual Water Shortage.

Manchester's Thirlmere, helped by Longdendale, was sometimes hard set to supply a city covering 20,000 acres. On Mars one Thirlmere would be called upon to supply 1,500,000 acres, according to the foregoing estimate. Many of the canals appeared to have no purpose whatever, having no direct connection with the caps, but if this magnificent canal system existed it would be hopelessly unworkable through lack of water. "Moreover, open canals in the dry atmosphere of Mars would carry its water," Mr. Porterhouse declared. "One critic, discussing the aridity of Mars, estimates that evaporation alone would carry away ten times the available supply of water. The absence of water overrules everything."

## FORD MOTOR CAR IMPROVEMENTS.

### CHANGES IN DESIGN.

[REUTERS' AMERICAN SERVICE.]

DETROIT, Dec. 30.

It is announced that the Ford Motor Company is introducing new bodies upon its cars throughout the United States. The bodies will have roomier interiors, larger fenders, a variety of new colours, and "an added sweep of line."

The Company plans a \$6,000,000 expenditure on plant development in 1930.

### EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

|                  | RUGBY, Dec. 30. |
|------------------|-----------------|
| Paris            | 133.91          |
| New York         | 4.88 1/16       |
| Brussels         | 34.867          |
| Geneva           | 53.19           |
| Amsterdam        | 12.091          |
| Milan            | 93.19           |
| Berlin           | 20.423          |
| Stockholm        | 18.125          |
| Copenhagen       | 18.203          |
| Oslo             | 18.203          |
| Vienna           | 34.653          |
| Prague           | 1641            |
| Helsingfors      | 1041            |
| Madrid           | 36.033          |
| Lisbon           | 108.20          |
| Athens           | 373             |
| Bucharest        | 8171            |
| Rio              | 53              |
| Buenos Aires     | 46              |
| Romby            | 1/5 15/16       |
| Shanghai         | 2/1             |
| Hong Kong        | 1/7 1/2         |
| Yokohama         | 2/0 3/32        |
| Silver (spot)    | 21 5/16         |
| Silver (forward) | 21 1/2          |

## BOXING CITY HALL

Saturday, 4th Jan., 1930

at 9.15 p.m.

Middle Weight Championship of The Colony

A.B. CRICHTON

H.M.S. "Cornwall"

Welterweight Champion of the Colony and Welterweight Champion, West of England

vs.

A.B. EWIN

H.M.S. "Kent"

Imperial Service Middleweight Champion

AND FIVE OTHER CONTESTS.

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GENERAL PUBLIC:—

Friday and Saturday,

3rd and 4th January.

PRICES:—

Ringside ... .. \$5.00

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[8891]

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|   |                                    |
|---|------------------------------------|
| 1 Qt. Moet & Chandon Dry Imperial<br>Champagne            | 1 Qt. Superb Tawny Port.           |
| 1 Pt. Blackberry Brandy.                                  | 2 Qts. St. Julien Claret.          |
| 1 Pt. D.O.M.  | 1 Qt. Old Brown Sherry, Black Seal |
| 1 Qt. Martell's XXX Brandy.                               | 2 Qt. Puritan Old Tom or Dry Gin.  |
| 2 Qts. King George IV Gold Label<br>or Perfection Whisky. | 1 Qt. Burgundy, Burgoyne's.        |
|   | 1 Phial Pomeranzian Bitters.       |



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## MEN WHO HATE DANCING.

### PROBLEM FOR MODERN HOSTESSES.

#### LAZINESS THEORY.

The modern masculine aversion from dancing is one of those irritating problems which the average woman of to-day is trying in vain to solve.

There is no denying the fact that the present shortage of men in the modern ballroom is driving would-be hostesses frantic with anxiety. For things were not always like this.

Three years ago the enthusiasm of women for dancing compared with the indifference of many men was not so pronounced. Last year women almost invariably outnumbered men, and the new London season has not brought an unusual number of men recruits.

Few women can understand why so many men shun the dance floor.

A bright but cynical young woman friend of mine, writes a *Daily Express* dance expert, remarked to me recently that as dancing was the only sphere left where men lead and women follow, it is curious that the male shows such little interest in the pastime.

A certain bishop, ripe in years and wisdom, discussing modern youth in an interview recently, said that when he was a boy he was made to dance to improve his manners and because his mother would not have her son growing up like a stable boy.

Too Many "Wallflowers."

This state of affairs is regrettable, for dancing is, above all pastimes, sociable. A shortage of men means that many women will not be able to get the fullest enjoyment out of an evening's dance. My pleasure is always spoilt by the sight of girls sitting out or dancing together.

Mixing with new people "rubs the corners" of a young man's making his way in the world. The proficient and keen dancer is usually notable for his easy carriage and manner. Dancing with new partners also makes him adaptable, and the habit which he gets in the ballroom of "seeing the other point of view" helps him all through life.

The failure of many men in the ballroom can be attributed to the fact that, compared with women, they do not take dancing seriously. Too many are content to master the simplest steps, and some do no more than walk. Women are prepared to learn and practise, and do not imagine that they can master the art of modern ballroom dancing in one lesson.

#### Instinct of Rhythm.

Many of the men, and some of the women, who "dance" even in fashionable halls should not be allowed to take the floor until they have had some lessons! They are a trial to their partners and a source of irritation to other couples.

Most ordinary dancers look upon dancing as a useful form of social intercourse rather than as a source of enjoyment. This is a pity. Once mastered, dancing is a never ending source of enjoyment.

Dancing shows no signs of becoming less popular among women. I do not think it will ever "go out of fashion" as some would have us believe, because the instinct for rhythm is deep rooted in every man and woman. I believe that the pleasure of a large number of people would be greatly increased if more men could be persuaded to take up dancing seriously.

### MODERN CHURCHMEN'S CONFERENCE.

#### DECLINE OF BELIEF IN MIRACLES.

The Modern Churchmen's Conference at Girton College, Cambridge, recently took for its subject "Authority in relation to individual personality and freedom." In the first paper, dealing with the meaning of "spiritual" and of "religious," the Rev. J. C. Hardwick, vicar of Partington, said that the great need to-day was for a descent of religion into the sphere of experience and reality from the realm of make-believe and miracle. One of the means for bringing this about would be a thorough overhaul of our religious terminology, and no term stood in such need of examination as the word "spirit." Everybody who spoke or wrote about religion used it, but only a small proportion made any attempt to explain what the term meant. The mind of the average man was in a complete fog over the matter. The only tangible meaning he could put on the word was whisky, petrol, and ghosts. As for the adjective "spiritual," all that he could make out was that it was something vague, shadowy, and unreal, or possibly something rather like electricity, which could

(Continued on next Column.)

## FUTURE OF THE "DAILY HERALD."

### SAFEGUARDS FOR LABOUR POLICY.

In pursuance of the agreement of August 30 between the Victoria House Printing Company, Ltd. (which is owned by the Trade Unions Congress), and Odhams Press, Ltd., a new company has been registered to take over the *Daily Herald*. The new company, The *Daily Herald* (1929) Ltd., is registered as a "private" company with a nominal capital of £100,000 in £1 shares—49,000 A and 51,000 B. The A shares are those to be held by the T.U.C.; the B shares by Odhams Press, Ltd.

Interesting provisions are laid down for control of the policy of the paper under the new management. The political policy of every newspaper published by the company shall be the policy laid down from time to time by the conferences of the National Labour party, as set forth in the "Summary of Labour and the Nation" or other official record for the time being. The industrial policy shall be the policy laid down from time to time by the conferences of the Trade Unions Congress as set forth in the Trade Unions Congress Standing Orders or other official record for the time being.

On any question which concerns primarily the adoption, promotion, or pursuance of political or industrial policy the A directors alone may vote. If any difference shall arise as to whether a question is or is not a political or industrial question the matter is to be referred to the decision of a referee. The first referee shall be Lord Sankey and the first deputy referee shall be Sir William A. Jowitt, K.C., M.P.

The first directors (to number nine) are Messrs. Ernest Bevin (deputy chairman), B. Tillet, M.P., Arthur Fugh, and Walter M. Citrine (deemed to have been appointed by the A shareholders); and Messrs. Julius S. Elins (chairman and permanent managing director), John Dunbar, Philip Emanuel, Frank James Cook, and Norman Cantor (deemed to have been appointed by the B shareholders). No director, whether an A director or a B director, shall be required to hold any share qualification.

Mr. William Mellor the Editor of the *Daily Herald* has outlined the aspirations of the paper in its new form, which it is intended to produce early in the spring, and gives details of the new company. The board of the *Daily Herald* (1929) Limited Company met for the first time, when the articles of association was signed. Mr. Mellor will continue as editor.

The paper is to have more pages, more news, more sport, more pictures, and an insurance scheme. It will be printed simultaneously in London and Manchester.

### ADVICE FOR INVESTORS.

READERS are reminded that inquiries relating to the share market are answered on page 10 every Tuesday by "Kufan." Letters should be sent to this office, and must be accompanied by writer's name and address, not for publication. Letters should be addressed to "Kufan," care of the Editor.

give him a bad shock when least expected. But most of all he was taught to associate it with the supernatural, which for him meant the miraculous.

It was with this idea of the miraculous that religion was chiefly associated, but for reasons good or bad the average man no longer believed in miracle, at least in the present. His religion tended to become thin and remote. The supernatural had gone, carrying the spiritual away with it. This was in all probability the root cause of the present decline of religion. The position was that the only set of religious conceptions that was available for common use was a set in which no one could any longer believe. The difficulty was hardly permanent, but the chief need at present was for clearer ideas about what was meant by "spiritual" and "spirit." In brief, spiritual life was human experience at its highest and best. The student of science experienced it no less than the artist, the mystic, or the saint. Religious faith was the belief that all that was worth while, indeed that it was the only thing worth while at all.

In his paper on the scope of authority in the sphere of science, ethics, and art, Professor W. R. Sorley said that the authority ascribed to any man or organization of men was derivative, dependent on the value seen or represented. And it was problematic because there was never complete proof that any man or organization had perfect insight into the values concerned.

## QUEEN'S

### THE BLACK WATCH



VICTOR M'LAGLEN  
MYRNA LOY, DAVID ROLLINS  
ROY D'ARCY  
Directed by JOHN FORD  
Story by Talbot Mundy  
ALL TALKING  
FOX MOVIEPHONE FEATURE

TO-DAY & TO-MORROW  
At 2.30, 5.10, 7.15 & 9.20.

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### The FORTUNE HUNTER

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Based upon the play of Winchell Smith  
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FINAL SHOWINGS TO-DAY  
At 2.30, 5.15, 7.15 & 9.20.

## STAR

### MASKED EXCHANGES



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Mile. AMETA  
TO-DAY  
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TO-MORROW  
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5.30 & 9.20.

### THE TIME FOR BLANKETS

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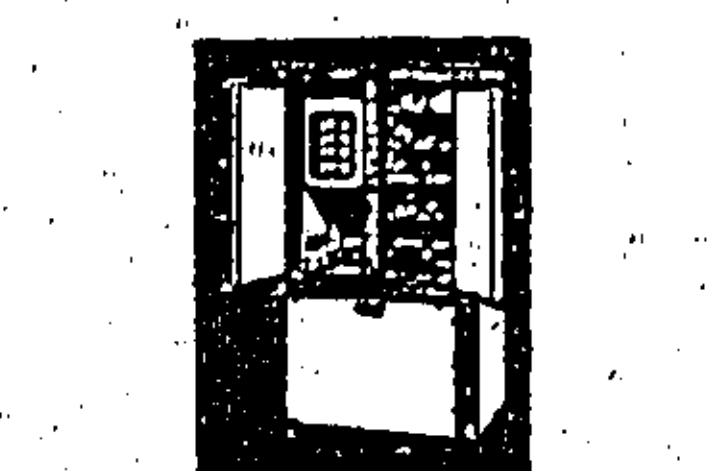
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# Money and Markets

## IMPORTS-PRICES CURRENT.

The reports and prices are published as supplied by Importers, and the Chamber of Commerce cannot accept responsibility for the accuracy thereof.

| Metals   |             |
|--|-------------|
| Market firm. Stocks not so heavy.                            |             |
| IRON AND STEEL—  | QUOTATIONS. |
| Steel Nail Rods... per picul                                 | \$5.50      |
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| Plates... ..   | 5.30        |
| Spedial Bars... ..   | 12.50       |
| Small round rods... ..                                       | 5.40        |
| Hoops, black steel... ..                                     | 5.50        |
| Black Tubes 1 1/2" x 1/4" galvanized... ..                   | 12.75       |
| Wire Nails, 1 1/2" x 1/4" per picul                          | 6.20        |
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| Galvanized 3/32" x 2' x 9' per lb.                           | 12.63       |
| Galvanized wire 1/32" per picul                              | 12.63       |
| LEAD—  |             |
| B.M. Spot... ..  | \$17.20     |
| To arrive... ..  | 17.00       |
| Australian—B.H.P. Spot... ..                                 | 17.00       |
| To arrive... ..  | 17.60       |

## CANTON TRADE NOTES.

The value of Central Bank of China notes is still very variable. During the week-end, they were quoted at 92 per cent. but now they are 88 per cent.

Supplies of cattle from the country districts are still short. The current price of beef is about Tls. 33 per picul. Prices of pork and poultry are normal.

The supply of foreign sugar is more than sufficient, prices are low and very little is being sold. Kwangtung sugar from the North and East River districts shows a decrease in production this year.

Manufacturers of sun helmets, felt hats and caps are not doing well on account of foreign competition. Their products are chiefly sent to the country districts, but in Canton foreign articles have taken their place.

There has been little doing in cotton yarn during the past few days. The market improved a little on Monday when retail sales were good and prices rose by three dollars per bale. According to a Shanghai telegram, the prices in Shanghai have risen about a tael.

Business in Swatow has been exceedingly slack this year and over a hundred shops including two leading foreign goods stores have closed down. In former years, quite big business used to be done. The repeated warfare, the communist activities in Eastern Kwangtung and the heavy taxes are ruining Swatow's business.

With the restoration of peace throughout the Province, business with the country districts has been resumed. During the past few days, considerable quantities of fire-wood, charcoal, rice, poultry, wrapping paper, dried and preserved meats, etc. have arrived from the North River districts. Goods from southern Kiangsi and Hunan are also being received in large quantities via northern Kwangtung.

## SHIPS IN HARBOUR.

The following ships were in harbour yesterday:

|  |  |
|--|--|
| Wharves.—Kowloon: Sphinx, Yoneyama Maru, Pres. Pierce, Kumang, D'Artagnan, Akita Maru, Holt's, Demodocus, A.P.C.—North Point: Utrecht, Secony, Lanchukok, Victorious, Independence, O.S.K., Deli Maru, Douglas Lapraik, Haining.   |  |
| Docks.—Kowloon: Lachray, Hai-ching, Hinsang, Sui Tai, Veneria, Hopsang, Lungshan, Yuensang, Taikon, Taiyo Maru, Szechuen, Cosmopolitan, Feng Lee.  |  |
| Buoys.—A1—Tjikembang, A2 Tjilehoet, A4 Talthybius, A5 Bornéville, A6 Mishima Maru, A8 Illinois, 10 Telemachus, B11 Kaying, B12 Linan, B13 Kwangtung, C14 Hai Hing, C15 Promise, C17 Halvard, C18 Limchow, C19 Tenkin, A25 Tania Maru, C33 Yashing, B34 Tean, C35 Helios, B38 Bintang, C37 Svala, B38 Hupeh, C39 Feng Lee, C40 Chengtu, C41 Dorry, C42 Shunchih, C44 Kinzan Maru, C45 Mariv, C46 Nam Peng, B50 Gerania, B51 Sunland, B54 Totomi Maru, B55 Tokyo Maru. |  |

## SHOWERS OF HOT COPPERS.

### ANGLESEY HUNT REVELS.

An old custom was indulged in Beaumaris last month when the Anglesey Hunt rode in after their sport with the hare. Riders and hounds paraded the streets and a surging crowd scrambled for hot coppers cast from the balcony of the Bulkeley Arms Hotel by the patroness of the Hunt Ball. The copper coins, three pounds' worth of them, had been warmed to a tingling heat in one of the great ovens of the spacious hotel which, with the adjoining Town Hall, was virtually given over to the Hunt revels.

The patroness, Miss Pamela Hayes, with whom was the Controller, Sir Michael Duff Ashton-Smith, of Vaynol Park, Miss Megrick, who is Master of the Hunt, and other leading members, showered the coins from a banking house shovel, lent for the occasion, and there was great laughter and shouting and much good-humoured scolding as the coppers were scattered right and left. Many prominent Anglesey residents joined in the fun, but the Grammar School boys and a number of gipsy children were among the most energetic.

Those who caught coins from the first throw transferred them from

hand to hand as though they were inconveniently hot, but there was no repetition of the cries and lamentations that were heard on this anniversary some years ago when an over-zealous servant, having taken his instructions too literally, made of this Hunt money hot copper indeed.

### Ancient Custom.

The Anglesey Hunt goes back to the year 1757, but when this business of casting hot coppers to the crowd started nobody seems to know. It has probably been done for a hundred years. It is said to be on record that on the occasion of the first hunt revels the music was charged at 5s.

On the occasion this year the town band playing "John Peel" headed the Hunt procession. A feature was the number of women riders, and there were children mounted on ponies, including a dark-skinned young gipsy who rode with an easy grace.

They had excellent sport on a day of mellow sunshine. Sent was good and a rousing run ended in a kill. There are now no foxes in Anglesey nor is there stag hunting in Beaumaris any more, and there are people who will tell you that even the harriers are not what they were. "The young men and women are not taking to hunting," said an old follower "and there is nothing like the enthusiasm there once was."

## SEX DISCRIMINATION IN INDUSTRY.

### WOMEN'S COMPLAINT.

A deputation organised by the Equal Rights Committee and representing several women's societies waited upon the Home Secretary recently in London in connection with the new Factory Bill. The chief point made was that the deputation thought it important that before the bill was passed the Government should ratify the Washington Hours Convention, which does not contain any sex discrimination, an example the deputation wishes the Factory Bill to follow.

Lady Rhonda, on behalf of the Equal Rights Committee, introduced the deputation. Miss Froud, representing the National Union of Women Teachers, spoke on the economic position of women, and Miss Reeves, of the Women's Freedom League, spoke about the idea that women should be debarred from lifting heavy weights and the prohibition of the employment of women in the white lead industry.

Mrs. Le Sueur, dealing with protective legislation for child-bearing women, urged that instead of prohibiting the employment of a mother for certain periods before and after child-birth it would be wise to increase the maternity benefit and so enable her to make such arrangements as she thought fit.

Miss Monica Whately, Convention in connection with the proposed Factory Bill. She was supported by an East End woman who, speaking from her own experience, said that if women in the heavy trades got higher wages and better food the lifting of heavy weights would not trouble them.

The deputation, which was received in private and remained with Mr. Clynes for more than an hour, was pleased with the sympathetic way in which he listened to the speakers. One of them said afterwards that he had expressed pleasure at the opportunity of hearing their point of view. He appeared to appreciate their agreement that prohibitive and protective legislation should be based on the nature of the work and not on the sex of the worker, and he assured the deputation that he would give full and impartial consideration to their views.

Among the provisions the women asked for was the equality of prohibitions, restrictions, and regulations for young persons of both sexes.

### PASSENGERS.

#### Arrivals.

The following passengers arrived yesterday by the s.s. Tamba Maru from Singapore:—Mr. J. Guild Wood, Mrs. L. C. Wood, Miss Norma Jean, Miss Betty, Master Martin David, Mr. N. A. Lilley, Mr. P. J. Martin, Miss A. Rozgits, Mr. A. M. Mitchell, Mr. W. B. Crawford, Mrs. Novied Crawford, Mr. S. Watanabe, Mr. R. Baba, Mr. K. Fukuzawa, Mr. T. Tojo, Mr. K. Wada, Mr. P. Hemandas.

#### Departures.

The following passengers arrived yesterday by the s.s. Mishima Maru from Shanghai:—Mrs. Gertrude Bruns, Dr. Robert E. Hale, Mrs. Harriet S. Hale, Mr. Leon G. Hunt, Mr. Joseph W. Burns, Mr. Joseph J. Benton, Mr. Lionel A. McAndrew, Mr. Joseph Howard, Mr. J. W. Donald, Mrs. A. H. Scott, Mrs. A. H. Scott, Miss D. Scott, Mrs. Olive Pauline Braga, Mr. and Mrs. N. B. Tyler, Mr. G. C. Gorley, Mr. J. C. Phillips, Mr. Chan Nom Seng.

## DAILY SHARE QUOTATIONS.

### HONG KONG STOCK EXCHANGE.

#### SHAREBROKERS' ASSOCIATION.

| Buyers                        | Sellers | Sales | Nominal | TUESDAY, DEC. 31.   | Buyers | Sellers | Sales | Nominal |
|-------------------------------|---------|-------|---------|---------------------|--------|---------|-------|---------|
| Banks                         |         |       |         |                     |        |         |       |         |
| ...                           | ...     | ...   | ...     | H.K. Banks          | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Do London           | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Chartered Banks     | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Mercantile Bks. "A" | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Do "C"              | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Bank of East Asia   | ...    | ...     | ...   | ...     |
| Insurance                     |         |       |         |                     |        |         |       |         |
| ...                           | ...     | ...   | ...     | Canton Ins.         | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Underwriters        | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | North China         | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Union Ins.          | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Yantai Ins.         | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | China Firs          | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | H.K. Firs           | ...    | ...     | ...   | ...     |
| Shipping                      |         |       |         |                     |        |         |       |         |
| ...                           | ...     | ...   | ...     | Douglases           | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Steamboats          | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Indos (pref.)       | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Do (def.)           | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Shell Transports    | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Water-boats         | ...    | ...     | ...   | ...     |
| Mining                        |         |       |         |                     |        |         |       |         |
| ...                           | ...     | ...   | ...     | Benquets            | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Kailash             | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Langkots (comb.)    | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Do (single)         | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Explorations        | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Shanghai Loans      | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Roubs               | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Tronoh Mines        | ...    | ...     | ...   | ...     |
| Docks, Wharves, Godowns, etc. |         |       |         |                     |        |         |       |         |
| ...                           | ...     | ...   | ...     | H.K. & K. Wharfs    | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Providents          | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | H.K. Docks          | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Shanghai Docks      | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | New Engineering     | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Hongkew             | ...    | ...     | ...   | ...     |
| Cotton Mills                  |         |       |         |                     |        |         |       |         |
| ...                           | ...     | ...   | ...     | Ewos                | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Shah C'ong (old)    | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Do (new)            | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Zoong Sings         | ...    | ...     | ...   | ...     |
| Lands, Hotels and Buildings   |         |       |         |                     |        |         |       |         |
| ...                           | ...     | ...   | ...     | H.K. & S. Hotels    | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | H.K. Lands          | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Shanghai Lands      | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | H.K. Realty         | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Humphreys           | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Chinese Estates     | ...    | ...     | ...   | ...     |
| Public Utilities              |         |       |         |                     |        |         |       |         |
| ...                           | ...     | ...   | ...     | Tramways            | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Peak Trams (old)    | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Do (new)            | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Star Ferries        | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | C. Lights (old)     | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Do (new)            | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | H.K. Electric       | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Macao de            | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Sandakan Lights     | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Telephones          | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | China Buses         | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Tractions           | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Do (pref.)          | ...    | ...     | ...   | ...     |
| Industrials                   |         |       |         |                     |        |         |       |         |
| ...                           | ...     | ...   | ...     | Caldbeck, (ord.)    | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Macgregor (pref.)   | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Canton Ice          | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Cements (comb.)     | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Do (old)            | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Do (new)            | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Ropes               | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | China Sugars        | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Malabon Sugars      | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | United Asbestos     | ...    | ...     | ...   | ...     |
| Miscellaneous                 |         |       |         |                     |        |         |       |         |
| ...                           | ...     | ...   | ...     | Dairy Farms         | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Do A. Wings         | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Amusements          | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Constructions       | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Lane Crawfords      | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Mackintosh          | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Nanyang Tobacco     | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Sinceres (old)      | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Do (new)            | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Watsons             | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Wing, Corolla       | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | Ind. & Bond         | ...    | ...     | ...   | ...     |
| ...                           | ...     | ...   | ...     | H.K. Govt Loan      | ...    | ...     | ...   | ...     |

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| Pres. Grant...Tues., Feb. 11     | Pres. Jefferson...Tues., Feb. 4      |
| Pres. Cleveland...Tues., Feb. 25 | Pres. Lincoln...Tues., Feb. 18       |

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|---------------------------------------|---------------------------------------|
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| Pres. Adams...Sun., Jan. 26, 8 a.m.   | Pres. Fillmore...Sun., Mar. 9, 8 a.m. |
| Pres. Harrison...Sun., Feb. 9, 8 a.m. | Pres. Lincoln...Sun., Mar. 23, 8 a.m. |

## To Manila

|                                  |                                   |
|----------------------------------|-----------------------------------|
| Pres. Jackson...Jan. 4, 6 p.m.   | Pres. Jefferson...Jan. 28, 6 p.m. |
| Pres. Taft...Jan. 14, 6 p.m.     | Pres. Grant...Feb. 1, 6 p.m.      |
| Pres. McKinley...Jan. 18, 6 p.m. | Pres. Lincoln...Feb. 11, 6 p.m.   |

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| Ningpo & Shanghai               | "HUPEH"     | On 2nd Jan.  | Daylight |
| Hongkong, S'pore & Bangkok      | "KWANGTUNG" | On 2nd Jan.  | 11 a.m.  |
| Santao & Shanghai               | "LINAN"     | On 2nd Jan.  | Noon     |
| Amoy, Shanghai & Daito          | "TEAN"      | On 2nd Jan.  | 3 p.m.   |
| Swatow, Shanghai & Tientsin     | "SZOCHEN"   | On 5th Jan.  | Daylight |
| Amoy & Shanghai                 | "KANGOW"    | On 5th Jan.  | 10 a.m.  |
| Swatow & Bangkok                | "KANGOW"    | On 5th Jan.  | 11 a.m.  |
| Swatow, Amoy, Swatow & S'pore   | "ANRING"    | On 6th Jan.  | 5 p.m.   |
| Swatow, Amoy, Swatow & Tientsin | "SOOCHOW"   | On 7th Jan.  | Daylight |
| Amoy, Shanghai & Daito          | "LIANGCHOW" | On 8th Jan.  | 3 p.m.   |
| Wahaiwei, Chefoo & Tientsin     | "KUEICHOW"  | On 8th Jan.  | 10 a.m.  |
| Hongkong, Pakhoi & Haiphong     | "CHEKIANG"  | On 8th Jan.  | 11 a.m.  |
| Swatow & Bangkok                | "KWANGCHOW" | On 12th Jan. | 5 p.m.   |
| Swatow, Amoy, Swatow & S'pore   | "ANTUNG"    | On 13th Jan. | 5 p.m.   |
| Hongkong, Pakhoi & Haiphong     | "CHENGTOU"  | On 23rd Jan. | 10 a.m.  |

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| STEAMERS | Days Home         | Days to            |
|----------|-------------------|--------------------|
| TAIPING  | 7th January, 1930 | 14th January, 1930 |
| CHANGTE  | 11th February     | 18th February      |
| TAIPING  | 11th March        | 18th March         |
| CHANGTE  | 11th April        | 18th April         |

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|------------------|----------------|-----------------|
| M.S. "Panama"    | 9th Jan.       | 23rd Jan.       |
| M.S. "Java"      | 31st Jan.      | 18th Feb.       |
| M.S. "Asia"      | 20th Feb.      | 12th March      |
| M.S. "Africa"    | 3rd April      | 1st May         |
| M.S. "Malaya"    | 11th May       | 13th May        |
| M.S. "Danmark"   | 1st June       | 10th June       |
| M.S. "Panama"    | 1st June       | 10th July       |
| M.S. "Java"      | 1st July       | 10th Aug.       |

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|              |           |              |           |
|--------------|-----------|--------------|-----------|
| ANGERS       | 14th Jan. | G. METZINGER | 16th Jan. |
| SPHINX       | 29th Jan. | ANDRE LEBON  | 29th Jan. |
| G. METZINGER | 11th Feb. | PORTHOUS     | 12th Feb. |
| ANDRE LEBON  | 26th Feb. | CHENONCEAUX  | 26th Feb. |
| PORTHOUS     | 11th Mar. | ATHOS II     | 12th Mar. |
| CHENONCEAUX  | 26th Mar. | D'ARTAGNAN   | 26th Mar. |
| ATHOS II     | 8th Apr.  | ANGERS       | 8th Apr.  |
| D'ARTAGNAN   | 22nd Apr. | SPHINX       | 22nd Apr. |

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| STATION        | DECEMBER 30, 1929.     |         |             |          |      |             |         |             |          |      | DECEMBER 31, 1929.     |         |             |          |      |             |         |             |          |      |
|----------------|------------------------|---------|-------------|----------|------|-------------|---------|-------------|----------|------|------------------------|---------|-------------|----------|------|-------------|---------|-------------|----------|------|
|                | BAROMETER AT SEA LEVEL |         |             |          |      | THERMOMETER |         |             |          |      | BAROMETER AT SEA LEVEL |         |             |          |      | THERMOMETER |         |             |          |      |
|                | Inches                 | Millis. | Temperature | Humidity | Wind | Inches      | Millis. | Temperature | Humidity | Wind | Inches                 | Millis. | Temperature | Humidity | Wind | Inches      | Millis. | Temperature | Humidity | Wind |
| Vladivostok    | 12                     | 30.80   | 76.8        | 23       | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Nemuro         | 11                     | 30.18   | 76.5        | ...      | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Hokodate       | ...                    | 30.18   | 76.5        | ...      | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Tokio          | ...                    | 30.12   | 76.5        | ...      | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Kobe           | ...                    | 30.12   | 76.5        | ...      | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Nagasaki       | ...                    | 30.14   | 76.5        | ...      | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Kagoshima      | ...                    | 30.14   | 76.5        | ...      | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Oshima         | ...                    | 30.16   | 76.8        | ...      | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Naha           | ...                    | 30.12   | 76.5        | ...      | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Ishigakijima   | ...                    | 30.12   | 76.5        | ...      | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Bonin Island   | ...                    | 30.00   | 76.0        | ...      | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Chefoo         | 13                     | 30.38   | 77.0        | 36       | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Shanghai       | 14                     | 30.38   | 77.1        | 39       | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Guthrie        | ...                    | 30.38   | 77.1        | 40       | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Sharp Peak     | ...                    | 30.11   | 76.8        | 64       | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Amoy           | ...                    | 30.11   | 76.8        | 62       | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Swatow         | ...                    | 30.05   | 76.8        | 62       | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Taihu          | ...                    | 30.17   | 76.2        | 70       | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Taiwan         | ...                    | 30.08   | 76.1        | 73       | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Koshu          | ...                    | 30.07   | 76.3        | 77       | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Pescadore      | ...                    | 30.11   | 76.4        | 88       | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Hong Kong      | ...                    | 30.06   | 76.5        | 83       | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Gap Rock       | ...                    | 30.07   | 76.8        | ...      | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Macao          | ...                    | 30.05   | 76.3        | 59       | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Hoihow         | ...                    | 30.01   | 76.2        | 55       | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Pratas Island  | ...                    | 29.99   | 76.1        | 73       | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Phu Lien       | ...                    | 30.04   | 76.9        | 68       | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Tourane        | ...                    | 29.93   | 76.0        | 72       | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Cape St. James | ...                    | 29.81   | 75.2        | 77       | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Basco          | ...                    | 29.95   | 76.0        | 77       | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Apurri         | ...                    | 29.91   | 76.8        | 84       | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Tuguegarao     | ...                    | 29.89   | 76.9        | 86       | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Vigan          | ...                    | 29.82   | 76.7        | 86       | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Manila         | ...                    | 29.84   | 76.7        | 84       | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Legaspi        | ...                    | 29.84   | 76.7        | 82       | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Calbayog       | ...                    | 29.82   | 76.7        | 82       | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Tacloban       | ...                    | 29.82   | 76.7        | 85       | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Iloilo         | ...                    | 29.79   | 76.6        | 86       | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Cebu           | ...                    | 29.80   | 76.6        | 86       | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Surigao        | ...                    | 29.78   | 76.5        | ...      | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Saipan         | ...                    | 29.78   | 76.5        | ...      | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Guam           | 12.22                  | 29.78   | 76.5        | ...      | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Yap            | 11.00                  | 29.75   | 76.5        | ...      | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Pelew          | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Ponape         | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |
| Labuan         | 14                     | 29.81   | 76.7        | 74       | ...  | ...         | ...     | ...         | ...      | ...  | ...                    | ...     | ...         | ...      | ...  | ...         | ...     | ...         | ...      | ...  |

December 31d. 10A. 59m.—The anticyclone remains central over N. China.

Fresh monsoon along the S.E. coast of China and over the N. China Sea.  
Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.02 inch. Total since January 1, 69.76 inches, against an average of 83.14 inches.

## FORECAST FOR THE 24 HOURS ENDING AT NOON ON JANUARY 1, 1930.

| Direction.   | Forecast.   |
|--|---|
| 1.—Formosa Channel                                   | N.E. winds, fresh; overcast with drizzle or mist at first, finer later. |
| 2.—South coast of China between Hong Kong and Lamock |   |
| 3.—Hong Kong to Gap Rock                             |   |
| 4.—South coast of China between Hong Kong and Hainan |   |

T. F. CLAXTON, Director.

## HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, December 31.

| Barometer   | 30.16 | 29.16 | 30.07 |
|-------------|-------|-------|-------|
| Thermometer | 62    | 59    | 62    |
| Humidity    | 81    | 83    | 79    |
| Wind        |       |       |       |
| Direction   | NNE   | Calm  | WSW   |
| Force       | 1     | 0     | 1     |
| Weather     | OM    | OM    | OD    |
| Rain        | 0.01  | 0.00  | 0.02  |

Highest open-air Temperature, 31.64

Lowest open-air Temperature, 31.54

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

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## HONG KONG TIDE TABLE.

From January 1 to 7, 1930.

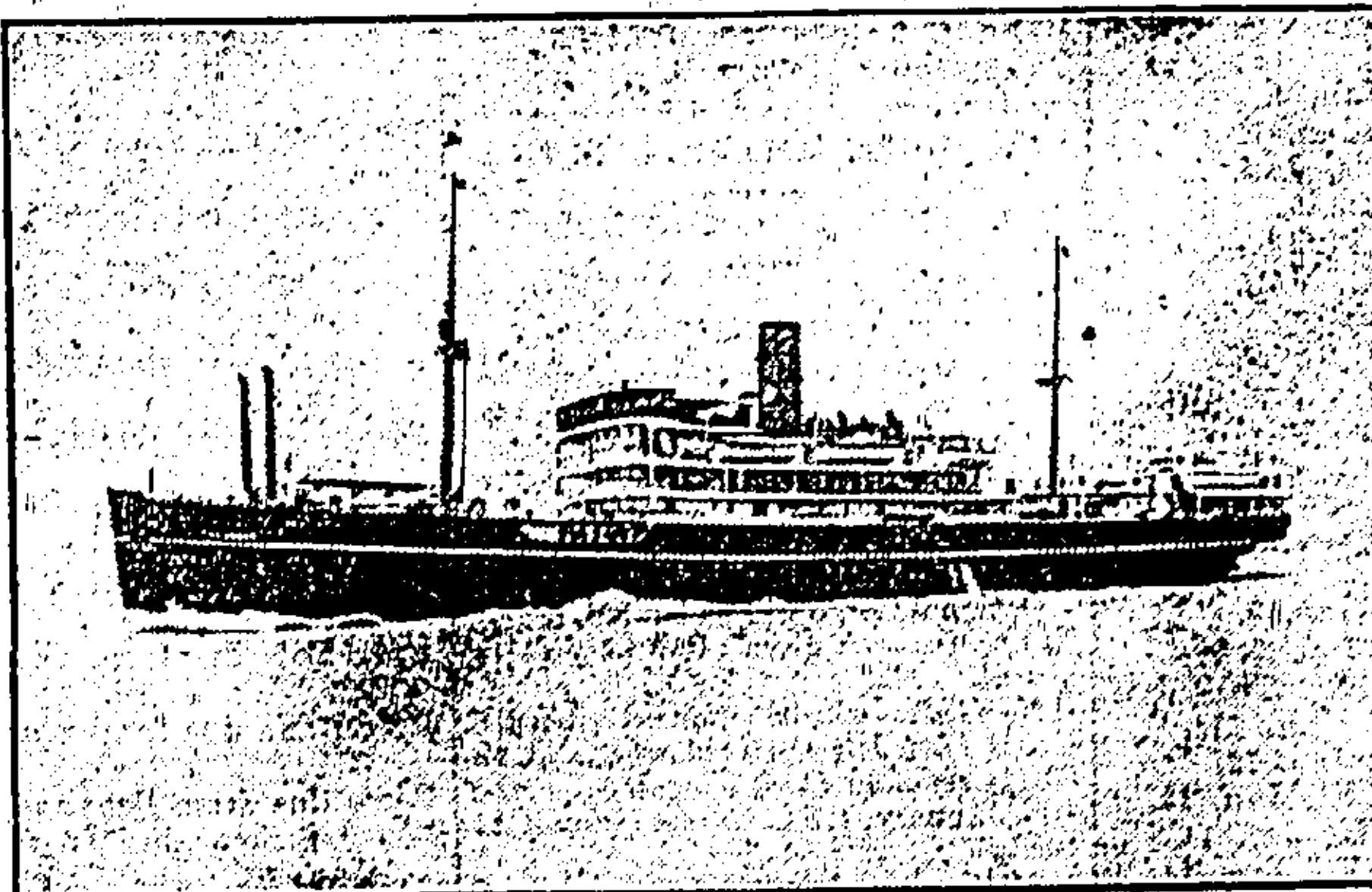
| Day of Week | Date of Month | Hong Kong Standard Time | Height | Day of Week | Date of Month | Hong Kong Standard Time | Height |
|-------------|---------------|-------------------------|--------|-------------|---------------|-------------------------|--------|
| Wed.        | 1             | 0 12 41                 | 5 1    | Mon.        | 6             | 0 4 10                  | 8 1    |
| Thur.       | 2             | 0 52 40                 | 5 37   | Tues.       | 7             | 3 45 46                 | 7 48   |
| Fri.        | 3             | 1 01 40                 | 6 14   |             |               |                         |        |
| Sat.        | 4             | 2 7 40                  | 6 52   |             |               |                         |        |
| Sun.        | 5             | 1 15 40                 | 7 30   |             |               |                         |        |

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## SAILINGS SUBJECT TO ALTERATIONS

| To  | STEAMSHIP  | DATE   |
|---|--|--|
| TSINGTAU via SWATOW<br>& SHANGHAI ...     | "KWONGSSANG"<br>"CHAKSANG"<br>"KWAISANG"<br>"FOOSHING" | Sun., 5th Jan., at 7 a.m.<br>Wed., 8th Jan., at 7 a.m.<br>Sun., 12th Jan., at 7 a.m.<br>Wed., 15th Jan., at 7 a.m. |
| OSAKA via AMOY, MOJI<br>& KOBE ...        | "KUMSANG"<br>"KUTSANG"                                 | Thurs., 2nd Jan., at 7 a.m.<br>Tues., 11th Feb., at 7 a.m.   |
| OSAKA via AMOY, S'HAL<br>MOJI & KOBE      | "HOSANG"<br>"NAMSANG"                                  | Sun., 10th Jan., at 7 a.m.<br>Fri., 31st Jan., at 7 a.m.   |
| SINGAPORE, PENANG<br>& CALCUTTA ...       | "YUENSANG"<br>"SUISANG"                                | Mon., 6th Jan., at 3 p.m.<br>Fri., 17th Jan., at 3 p.m.  |
| SANDAKAN                                  | "HINSANG"<br>"MAUSANG"                                 | Thurs., 8th Jan., at Noon<br>Fri., 24th Jan., at 3 p.m.  |
| TIENTSIN via FOOCHOW<br>& WEI-HAI-WEI ... | "CHIPSHING"<br>"CHEONGSHING"                           | Sun., 12th Jan., at 7 a.m.<br>Fri., 24th Jan., at 7 a.m.   |



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|-------------------|-----------|----------|---------|----------|-----------|
| EMPRESS OF CANADA | Jan. 15   | Jan. 18  | Jan. 21 | Jan. 23  | Jan. 31   |
| EMPRESS OF RUSSIA | Jan. 18   | Jan. 21  | Jan. 24 | Jan. 26  | Jan. 31   |
| EMPRESS OF CANADA | Jan. 21   | Jan. 24  | Jan. 27 | Jan. 29  | Jan. 31   |
| EMPRESS OF RUSSIA | Jan. 24   | Jan. 27  | Jan. 30 | Jan. 31  | Jan. 31   |
| EMPRESS OF CANADA | Jan. 27   | Jan. 30  | Jan. 31 | Jan. 31  | Jan. 31   |
| EMPRESS OF RUSSIA | Jan. 30   | Jan. 31  | Jan. 31 | Jan. 31  | Jan. 31   |
| EMPRESS OF CANADA | Jan. 31   | Jan. 31  | Jan. 31 | Jan. 31  | Jan. 31   |
| EMPRESS OF RUSSIA | Jan. 31   | Jan. 31  | Jan. 31 | Jan. 31  | Jan. 31   |
| EMPRESS OF CANADA | Jan. 31   | Jan. 31  | Jan. 31 | Jan. 31  | Jan. 31   |
| EMPRESS OF RUSSIA | Jan. 31   | Jan. 31  | Jan. 31 | Jan. 31  | Jan. 31   |
| EMPRESS OF CANADA | Jan. 31   | Jan. 31  | Jan. 31 | Jan. 31  | Jan. 31   |
| EMPRESS OF RUSSIA | Jan. 31   | Jan. 31  | Jan. 31 | Jan. 31  | Jan. 31   |
| EMPRESS OF CANADA | Jan. 31   | Jan. 31  | Jan. 31 | Jan. 31  | Jan. 31   |
| EMPRESS OF RUSSIA | Jan. 31   | Jan. 31  | Jan. 31 | Jan. 31  | Jan. 31   |
| EMPRESS OF CANADA | Jan. 31   | Jan. 31  | Jan. 31 | Jan. 31  | Jan. 31   |
| EMPRESS OF RUSSIA | Jan. 31   | Jan. 31  | Jan. 31 | Jan. 31  | Jan. 31   |
| EMPRESS OF CANADA | Jan. 31   | Jan. 31  | Jan. 31 | Jan. 31  | Jan. 31   |
| EMPRESS OF RUSSIA | Jan. 31   | Jan. 31  | Jan. 31 | Jan. 31  | Jan. 31   |
| EMPRESS OF CANADA | Jan. 31   | Jan. 31  | Jan. 31 | Jan. 31  | Jan. 31   |
| EMPRESS OF RUSSIA | Jan. 31   | Jan. 31  | Jan. 31 | Jan. 31  | Jan. 31   |

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| Jan. 13, 5 p.m. | Jan. 15       | Jan. 15      | Jan. 17          |
| Feb. 3, 5 p.m.  | Feb. 5        | Feb. 5       | Feb. 7           |

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HARUOKI MARU ... Saturday, 25th Jan.

SYDNEY & MELBOURNE via Manila & Port.  
AKI MARU ... Wednesday, 22nd Jan.  
KAGA MARU ... Wednesday, 19th Jan.

BOMBAY via Singapore, Penang & Colombo.  
NAGANO MARU ... Monday, 8th Jan.  
AWA MARU ... Monday, 11th Jan.

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BORUYO MARU ... Monday, 27th Jan.

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KAMAKURA MARU ... Thursday, 2nd Jan.

NEW YORK, BOSTON via PANAMA.  
TATSUNO MARU ... Tuesday, 14th Jan.

LIVERPOOL via Port Said, Constantinople, Genoa & Marseilles.  
DORIAN MARU ... Friday, 10th Jan.

CAIRO via Singapore, Penang & Rangoon.  
AKITA MARU ... Tuesday, 31st Dec.

SHANGHAI, KOBE & YOKOHAMA.  
TAMBA MARU ... Wednesday, 1st Jan.  
KITANO MARU ... Tuesday, 7th Jan.

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## Shipping News Daily Statement, Waterfront News, etc.

### YESTERDAY'S FREIGHT RETURNS.

IMPORTS 16,100 TONS;  
THROUGH CARGO 14,300 TONS.

Cargo returns shown at the Harbour Office during the 24 hours ended at 9 a.m. yesterday by vessels arriving in Hong Kong were as follows:—

| British     | Cargo | Through |
|-------------|-------|---------|
| Seang Bee   | —     | 1,000   |
| Antung      | —     | 1,000   |
| Newchwang   | —     | 300     |
| Telemachus  | —     | 2,000   |
| Linan       | —     | 1,130   |
| Tan, Canton | —     | 120     |
| Bornes      | —     | 2,100   |
| Haiphong    | —     | 4,250   |

| American | Pres. Pierce | Los Angeles | Atsoria |
|----------|--------------|-------------|---------|
| —        | 1,810        | 3,540       | 2,080   |
| —        | 4,490        | —           | 4,360   |

| French | Limchow | Canton |
|--------|---------|--------|
| —      | —       | 50     |
| —      | —       | 50     |

| Dutch | Tjikembang | Shanghai |
|-------|------------|----------|
| —     | —          | 340      |
| —     | —          | 340      |

| Norwegian | Swale, Macao | Haiphong |
|-----------|--------------|----------|
| —         | 400          | —        |
| —         | —            | 400      |
| —         | 1,100        | 1,150    |
| —         | 1,500        | 1,550    |

| Portuguese | Nampang | Hoihow |
|------------|---------|--------|
| —          | 250     | —      |
| —          | —       | 250    |

| Japanese | Akita Maru | Yokohama | Tohyu Maru | Wakamatsu |
|----------|------------|----------|------------|-----------|
| —        | —          | 3,880    | —          | —         |
| —        | —          | —        | 5,000      | —         |
| —        | —          | —        | —          | 5,570     |
| —        | —          | —        | —          | 3,880     |

| Chinese | Shiu Hing | Autow |
|---------|-----------|-------|
| —       | 60        | —     |
| —       | —         | 60    |

| Total | 16,100 | 14,300 |
|-------|--------|--------|
|-------|--------|--------|

| ARRIVALS AND DEPARTURES. |
|--------------------------|
|--------------------------|

The arrivals and departures during the period under review were as follows:—

| British    | Arr. | Dep. |
|------------|------|------|
| —          | 7    | 5    |
| American   | —    | 2    |
| French     | —    | 1    |
| Dutch      | —    | 2    |
| Norwegian  | —    | 3    |
| Portuguese | —    | 1    |
| Japanese   | —    | 2    |
| Chinese    | —    | 1    |
| German     | —    | 1    |
| Total      | 20   | 13   |

| WARSHIPS IN PORT. |
|-------------------|
|-------------------|

The following warships were in port yesterday:—

Basin.—Tamar, Sterling, Moorhen, Inroquois, Petersfield, Marazion.

North Arm.—Thracian.

West Wall.—Kent.

In Dock.—Cornflower, Seraph.

No. 4 Buoy.—Herald.

No. 5 Buoy.—Hermes.

No. 6 Buoy.—Cornwall.

No. 12 Buoy.—Magnolia.

No. 13 Buoy.—Sirdar.

French Men of War.—French gunboat Argus; U.S. gunboat Min-danao.

### DAILY WATERFRONT NEWS.

It is notified by the Harbour Master that search light practice will take place at Stonecutters on January 2, 6 and 9.

#### Marine Court Case.

Three mistresses and one master of passenger boats were each fined 83 by Mr. T. W. H. Hosegood at the Marine Court yesterday for anchoring their craft in the Causeway Bay Shelter without permits from the Harbour Master.

#### Kum Sang Encounters Rough Weather.

Capt. F. W. Chandler of the Kum Sang, arriving here yesterday, reports encountering strong monsoon after leaving Singapore, a Chinese deck passenger died of beri-beri on the 29th.

#### Passenger Traffic Figures.

Passenger Traffic figures for the week ending December 28, 1929 were as under:—

| Ocean Going    | Arr.   | Dep.   |
|----------------|--------|--------|
| —              | 8,780  | 10,443 |
| River Steamers | 29,978 | 27,859 |
| Junks, etc.    | 788    | 619    |
| Total          | 39,546 | 38,921 |

### ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

|                            |       |
|----------------------------|-------|
| Seang Bee (Br.) Rangoon.   | 1,270 |
| Swatow                     | 1,346 |
| Antung (Br.) Amoy Swatow.  | 48    |
| Telemachus (Br.) Saigon    | 40    |
| Linan (Br.) Canton         | 30    |
| Tan (Br.) Canton           | 33    |
| Bornes (Br.) Haiphong      | 38    |
| Limchow (Fr.) Canton       | 242   |
| Tjikembang (Dut.) Shanghai | 206   |
| Amoy (Nor.) Macao          | 140   |
| Swale (Nor.) Swatow        | 140   |
| Haiphong (Nor.) Swatow     | 140   |
| Tak Hing (Chi.) Autow      | 50    |
| Total                      | 3,955 |

### CLEARANCES.

December 31.

Aller, for Shanghai.  
Corona, for Canton.  
D'Artagnan, for Saigon.  
Demodocus, for Shanghai.  
Feng Lee, for Tsingtau.  
Gerania, for Whampoa.  
Hai Ning, for Swatow.  
Illinois, for Manila.  
Independence, for Manila.  
Kum Sang, for Amoy.  
Kwangtung, for Hoihow.  
Kwong Sang, for Canton.  
Limchow, for Hoihow.  
Linan, for Canton.  
Newchwang, for Canton.  
President Pierce, for Manila.  
Promise, for Haiphong.  
Sphinx, for Shanghai.  
Tamba Maru, for Shanghai.  
Tjikembang, for Billiton.  
Victorious, for Honolulu.  
Yat Shing, for Ningpo.  
Yoneyama Maru, for Singapore.

Tan, British str. 1,351 tons, Capt. A. N. Taylor, from Canton, buoy No. B34.—B. & S.

Victorious, American str. 4,753 tons, Capt. E. W. John, from Cebu, buoy No. A28.—L. Everett Inc.

(Continued on preceding column).

### ARRIVALS.

December 30.

Johgu Maru, Japanese str. 3,321 tons, Capt. Morioka, from Sakito, buoy No. B35.—Y.K.K.  
Telemachus, British str. 1,340 tons, Capt. A. W. Hall, from Saigon, buoy No. A10.—W. Fat Sing.  
Yoneyama Maru, Japanese str. 3,300 tons, Capt. L. Morokuma, from Moji, Kowloon Wharf.—N.Y.K.

December 31.

Alley, German str. 8,700 tons, Capt. M. Hashagen, from Singapore, Kowloon Wharf.—Melchers & Co.

Bonneville, Norwegian str. 2,704 tons, Capt. H. Wergeland, from Shanghai, buoy No. A5.—Thoresen & Co.

Bornes, British str. 1,293 tons, Capt. J. H. van den Berg, from Haiphong, buoy No. C43.—Shun Tai & Co.

Corona, Norwegian str. 1,957 tons, Capt. O. Klette, from Chinwangtao, buoy No. B56.—Dodwell & Co.

D'Artagnan, French str. 20,323 tons, Capt. F. Malanessca, from Yokohama, Kowloon Wharf.—M.M.

Dei Maru, Japanese str. 2,173 tons, Capt. R. Sanada, from Canton, O.S.K. Wharf.—O.S.K.

G.G. Maerice Long II, French str. 879 tons, Capt. Neville, from Haiphong, buoy No. C16.—M.M.

Hai Hing, Norwegian str. 2,460 tons, Capt. O. S. Olsen, from Swatow, buoy No. C14.—Thoresen & Co.

Harunatsu Maru, Japanese str. 1,867 tons, Capt. S. Iwai, from Kobe, Yaumati.—M.B.K.

Katze, German str. 905 tons, Capt. H. Frandsen, from Tsingtau, buoy No. C10.—Kwong Mow Tai.

Kum Sang British str. 3,341 tons, Capt. H. W. Chandler, from Singapore, Kowloon Wharf.—K. & Co.

Kwong Sang, British str. 1,438 tons, Capt. A. D. Kelman, from Swatow, West Point Wharf.—J. M. & Co.

Mao Lee, Chinese str. 1,200 tons, Capt. Y. Watanabe, from Swatow, buoy No. B47.—Yee Tai Hong.

Limchow, French str. 1,501 tons, Capt. P. B. Morganti, from Canton, buoy No. C18.—Sing Kee & Co.

Linan, British str. 1,336 tons, Capt. W. J. Larter, from Amoy, buoy No. B12.—B. & S.

Mishima Maru, Japanese str. 4,915 tons, Capt. S. Takahashi, from Shanghai, buoy No. A8.—N.Y.K.

Nam Peng, Portugal str. 573 tons, Capt. J. M. A. Pessanha, from Pakhoi, buoy No. C46.—Shun On S.S. Co.

Promise, Norwegian str. 727 tons, Capt. S. Hotvedt, from Haiphong, buoy No. C17.—Sang Lee & Co.

Sphinx, France str. 14,500 tons, Capt. Angelvin, from Saigon, Kowloon Wharf.—M. M. & Co.

Linang, British str. 3,229 tons, Capt. R. H. Sneddon, from Kobe, Kowloon Wharf.—J. M. & Co.

Swale, Norwegian str. 1,354 tons, Capt. P. J. Stolen, from Macao, buoy No. C37.—Betelhe Bros.

Tacoma Maru, Japanese str. 3,642 tons, Capt. H. Kanegai, from Moji, Kowloon Wharf.—O.S.K.

Tamba Maru, Japanese str. 3,353 tons, Capt. H. Kannanichi, from Singapore, buoy No. A25.—N.Y.K.

(Continued on preceding column).

## P. & O., British India Apear and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND.)  
MAIL AND PASSENGER STEAMERS  
TAKING CARGO FOR

STRAITS, JAVA, BULMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL PORTWRIGHTLY.  
DIRECT ROYAL MAIL STEAMERS.  
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

| Steamship    | Tons   | From Hongkong (about) | Destination                                |
|--------------|--------|-----------------------|--|
| "RAJPUTANA"  | 16,568 | 4th Jan. Noon         | B'bay, Mar. & L'don.                       |
| "LAHORE"     | 6,304  | 11th Jan. (Mars.)     | L'don, Hull, B'bay, R'dm. & A'warp.        |
| "KEIVA"      | 9,135  | 18th Jan.             | Mars., London, R'dm. & A'warp.             |
| "MIRZAPUR"   | 6,715  | 22nd Jan.             | Straits, Colombo & Bombay.                 |
| "JEYPORE"    | 5,313  | 25th Jan. (Mars.)     | L'don, Hull, B'bay, R'dm. & A'warp.        |
| "MANTUA"     | 10,946 | 1st Feb.              | Mars., L'don, Hull, B'bay, R'dm. & A'warp. |
| "KARMALA"    | 9,128  | 15th Feb.             | Straits, Colombo & Bombay.                 |
| "KIDDERPORE" | 5,352  | 19th Feb.             | Marselles and London.                      |
| "MACE DONIA" | 11,120 | 1st Mar.              | L'don, Hull, B'bay, R'dm. & A'warp.        |
| "KALYAN"     | 9,985  | 8th Mar. (Mars.)      | Mars., L'don, Hull, B'bay, R'dm. & A'warp. |
| "RAWALPINDI" | 16,619 | 15th Mar.             | Bombay, Marselles and London.              |
| "MALWA"      | 10,980 | 12th Apr.             | Bombay, Marselles and London.              |
| "RAJPUTANA"  | 16,568 | 26th Apr.             | Mars., L'don, B'bay, R'dm. & A'warp.       |
| "KASHGAR"    | 9,005  | 10th May              | Bombay, Marselles and London.              |
| "MANTUA"     | 10,946 | 24th May              | L'don, Hull, B'bay, R'dm. & A'warp.        |
| "KHYBER"     | 9,114  | 31st May (Mars.)      | Marselles and London.                      |
| "KEIVA"      | 9,135  | 7th June              | Bombay, Marselles and London.              |
| "KARNATA"    | 16,601 | 21st June             | Marselles and London.                      |
| "KARMALA"    | 9,128  | 28th July             | Bombay, Marselles and London.              |
| "MOREA"      | 10,954 | 18th July             | Bombay, Marselles and London.              |

\* Cargo only. \* Calls Casablanca.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

### BRITISH INDIA-APCAR SAILINGS

| Steamship | Tons   | 9th Jan. p.m. | Destination                  |
|-----------|--------|---------------|------------------------------|
| "TALAMBA" | 8,018  | 9th Jan. p.m. | Singapore, Penang & Calcutta |
| "TARADA"  | 6,949  | 21st Jan.     | do.                          |
| "TALMA"   | 10,000 | 2nd Feb.      | do.                          |
| "SHIRALA" | 7,241  | 8th Feb.      | do.                          |
| "TAKLAWA" | 7,335  | 15th Feb.     | do.                          |
| "TILAWA"  | 10,006 | 3rd Mar.      | do.                          |

\* Calls Rangoon.

B.I.—Apear Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

### EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

| Steamship | Tons | 3rd |
|-----------|------|-----|
|-----------|------|-----|



